

**Volume 50**

# TAX RATE RAISE MAY REACH \$1.75

## Curley Presents New Budget With Increase of \$2,094,580

## Council Gets Appropriation Total Of \$38,957,838

The city of Boston budget for 1931 was submitted by Mayor Curley to the City Council yesterday, and it represents an increase of \$1.04 a thousand in the tax rate. Unofficial estimates place the budget increase and other expense as indicating a possible increase of \$1.75 in the tax rate. The 1930 rate was \$30.80.

The allowances recommended in the budget for city departments within the tax limit for 1931 total \$38,957,838. It represents a reduction of \$5,243,545 from the estimates as originally submitted by department officials, but is \$2,094,580 in excess of the total of appropriation recommendations submitted in 1930.

Before a definite figure for the tax rate can be reached the School Department must be heard from; Boston's apportionment of the State tax. Metropolitan District assessments and the reports of assessors on Boston's valuation must be in. Usually the assessors show an increase of \$30,000,000 in assessments because of new building, but that figure is not expected this year.

### Personal Service

The personal service requirements are \$27,068 in excess of 1930, representing increase in permanent employees' payrolls of \$433,434, offset for \$159,366, a decrease in temporary employees' payrolls and decrease in overtime payrolls.

Provision is made for increasing the

compensation of 1054 city employees; 802 patrolmen, \$40,000; 220 Fire Department privates, \$15,000; City Council, \$11,000, and Finance Commission employees, \$2000.

The budget total is \$503,000 less than the maximum appropriations possible under the tax limit of \$16 per thousand. Because of expenditures in the Welfare Department since Jan. 1, Mayor Curley kept well within bounds by reserving an amount adequate for the purpose, if necessary.

Some of the departmental appropriations are: Police, \$6,331,918; Fire Department, \$4,710,750; hospitals, \$3,090,697; sanatorium, \$612,015; Sanitary Department, \$3,120,613; library, \$1,262,504; parks, \$1,845,441; health, \$1,111,039; bridges, \$483,398; ferries, \$567,946; street lighting, \$1,040,478; paving, \$1,649,782.

The recommendations of Public Works Commissioner Rourke were knifed hard by the Mayor, principally an item of \$2,000,000 for contract construction of and repairing of streets and sidewalks.

Salary increases noted above were made necessary because of the compulsory sliding scale system and the increase from \$1500 to \$2000 for City Councilors.

By confining maintenance work to actually essential repairs to public buildings, parks, playgrounds and vehicles and cutting cost of hire of outside vehicles, \$137,457 was cut off the contractual service appropriation as compared with the 1930 budget.

The Mayor, because of the public welfare maintenance for January and February, amounting to \$1,000,000, looks to a total of \$6,000,000 for 1931 as well as \$500,000 for old-age assistance in the last half of the year.

County appropriations have jumped \$51,126.24, and city debt requirements in excess of 1930 are \$595,759.

### Welfare Department

The Public Welfare Department shows an increase of \$3,677,000 over a year ago; the hospital increase is

\$186,000; police, \$100,000; soldiers relief, \$103,000; library, \$89,000, and snow removal, \$150,000.

Decrease in estimates from 1930 show \$200,000 in paving, \$250,000 in reconstruction of streets, \$260,000 in the sanitary service, \$150,000 in the reserve fund, \$25,000 in public celebrations and a like amount in conventions.

Departments where biggest changes are being made:

		Increase
Traffic commission	\$206,288.01	*11,000
Building Department	265,495.40	*8,000
Planning Board	31,325.00	*3,000
Collection	202,723.00	7,000
Election	217,705.00	34,000
Finance Commission	50,000.00	*10,000
Fire Department	4,710,750.00	32,000
Health	1,111,039.34	84,000
Hospital	3,090,597.14	186,000
Sanatorium	612,014.25	51,000
Child Welfare	264,055.00	13,000
Long Island Hospital	736,057.67	16,000
Steamer maintenance	46,285.00	5,000
Law Department	180,304.37	23,000
Library	1,262,504.00	89,000
Park Department	1,845,441.00	28,000
Repairing parks	75,000.00	35,000
Police	6,331,918.82	100,000
Public buildings	597,720.17	3,677,000
Public Welfare	4,182,708.90	21,000
Public Works, lighting	1,040,478.00	*13,000
Bridges, repairs	85,000.00	*200,000
Paving	1,649,782.45	*250,000
Reconstruction streets	None	150,000
Snow removal	150,000.00	*260,000
Sanitary Service	3,120,613.16	*21,000
Sewer Service	730,428.97	9,000
Registry	74,976.00	103,000
Soldiers' Relief	480,562.11	*150,000
Reserve Fund	350,000.00	*7,000
Mayor, office expenses	96,959.00	*25,000
Celebrations	75,000	*25,000
Conventions	50,000	

\*Decrease.

HERALD 3/17/31

## TO PUSH RADIO SCHOOL PLAN

Reilly Will Ask Legislature  
To Authorize Education-  
al Feature

### SILVERMAN RULES PROJECT ILLEGAL

Permission for the Boston school committee to disseminate educational matter by radio will be asked of the Legislature by William Arthur Reilly, a committee member who sponsored an order to that effect which was declared illegal by the corporation counsel.

Corporation Counsel Silverman's opinion, read at a meeting last night, said that the committee is limited in its educational efforts to school rooms and other places allowed by statute, but this does not include the radio. Under this ruling, however, the committee is permitted, if it desires, to equip schools with radio receiving sets.

Although the radio school, as proposed, would have cost the city money, the project was held up because the committee can only perform those functions allowed by law. It was found. Therefore, in the absence of legislation on the subject, the committee has no right to go ahead on the matter.

#### HITS "ANTIQUÉ" LAWS

Mr. Reilly said he did not propose to controvert the finding of Mr. Silverman, but declared that if a majority of the school committee feel the project a worthy one—particularly in view of the no-cost feature—the Legislature should be asked to authorize the committee to establish the "School of the Air."

There are many laws on the statute books which are inactive, he said, citing traffic speed laws. He deplored the fact the committee could not spend money to send children to radio broadcasting studios and said it was time to "do away with antique legislation" if such prevents the committee from accepting the free use of the radio stations.

He related that a 17-weeks' survey of the most satisfactory radio educational methods has been launched by a national educational organization, and also declared that the city of Beverly is sending out educational information over the air.

Chairman Joseph J. Hurley, for the committee, announced that the body had decided to erect a four-room addition at the Parkman school and a four-room addition at the Seaver school, both in Forest Hills, as a result of the controversy over an allotment of \$125,000 to the Seaver school for an 8-room addition, to which the Parkman Parent Teachers' Association was opposed. The decision was made following a visit of the committee to both schools, he emphasized, adding that all the money could not be given the Parkman school, as requested, because it would disrupt the intermediate program of the committee in Roslindale. Because of a statutory waiting period for a report from the board of schoolhouse commissioners, the money could not be appropriated last night, but will, with a

slight addition from other items, be voted at the next meeting.

#### NEED SMALLER SCHOOLS

Members of the school committee appeared earlier in the day in favor of a school building program that will, in a three-year period, cost \$16,977,000. Chairman Hurley, who filed the bill for the committee, said that the great need was for smaller, not fewer, high schools.

Indorsing the statement that more high schools are needed, Chairman Richard J. Lane of the board of school buildings commissioners, pointed out that his department of school buildings returned a saving of \$121,000 to the committee last year and eliminated 59 portables and 20 hired rooms in that time.

A surprise was sprung when Chairman Lane advocated that the appropriation for the repair of school buildings given to his department, 91 cents each \$1000 of valuation, be reduced to 81 cents. It was the first time for a long period that a school official has voluntarily asked that his departmental appropriations be cut.

Chairman Lane said the high school situation in Boston is bad and urged that the legislative committee on municipal finance, which is conducting the hearing, give the school committee the \$5,000,000 bond issue that was asked as an alternative to the three-year \$16,977,000 plan.

The Girls' high school, a controversial subject for some time, was introduced by Chairman Hurley when he said that there was a "gentleman's agreement" among the school committee that this will be the first high school built. Dr. Alice H. Bigelow of Jamaica Plain said conditions at the present Girls' high school—characterized by Dr. Joseph V. Lyons of the school committee as "frightful"—cannot be exaggerated.

Headmaster John E. Dunham, of Girls' high school, said health conditions at the school are "wholly inadequate" and that not a week goes by without an accident to some girl because of oil on the wooden stairs. Lighting conditions are bad, too, he said.

Among those who favored the building program were Francis C. Gray, William Arthur Reilly, Mrs. Elizabeth W. Pigeon and Dr. Lyons, members of the committee; Chairman Lane and Mrs. Robert Schacht and Dr. Bigelow, both graduates of the high school. The hearing was adjourned to Thursday morning when opponents of the program will be heard. Chief of these is Frank A. Goodwin, chairman of the Boston finance commission, whose special survey committee investigated Boston schools and issued a report on which hearings are being held.

### MAYOR CALLS FOR CUT IN MILK FOR SCHOOLS

Mayor Curley called on Supt. of Schools Burke, yesterday, to force a reduction of 1 cent in the price of bottled milk sold in the schools. The masters of the various schools have charge of the milk selling and the price is that charged by the dealers.

### CURLEY APPROVES NEW POLICE STATION PLANS

A new police station, for the consolidation of the present Lagrange street and East Dedham street divisions, will be erected at Berkeley street and Warren avenue.

Mayor Curley yesterday approved the purchase of the site, now occupied by the Scenic Temple, after the owners, who have been demanding \$125,000, agreed to accept \$88,000.

### SIGNS CURLEY BILL ON CIVIL SERVICE

Gov. Ely yesterday signed Mayor Curley's bill to extend civil service protection without benefit of competitive examination to 23 second assistant assessors in the city of Boston assessing department.

Executive approval also was given the bill providing an additional appropriation of \$270,000 for mosquito elimination work. The bill was based on a special message drafted as a relief measure for unemployment.

### LARYNGITIS KEEPS CURLEY FROM OFFICE

A mild attack of laryngitis forced Mayor Curley to remain at home yesterday and unless there is a decided improvement in his condition he will be forced to obey his physician's orders and remain indoors again today.

Dr. Martin J. English expressed satisfaction last night with the Mayor's condition and held out hope that he will be able to resume his duties today.

AMERICAN 3/17/31

### New Building for Two City Parks

Joseph P. McGann, Boston architect, was appointed today by Mayor Curley to draw up plans for a new \$50,000 animal house in Franklin Park and for a new \$25,000 field house in Billings Field, West Roxbury.

Post 3/17/31

# SOUTH BOSTON IN ITS GLORY TODAY

## Evacuation Day Celebration to Excel Those of Past---Longest Parade in History

### SHAMROCK FROM IRELAND FOR ELY

Senator James J. Twohig of South Boston will present a shamrock "fresh from the old sod" to Governor Ely when the latter takes his place in the reviewing stand for the Evacuation Day parade in South Boston today. The shamrock came to Twohig from his aunt, Mrs. Mary Finnegan of Millstreet in County Cork, Ireland.

All South Boston will turn out today to celebrate the evacuation of the city 155 years ago by the British redcoats.

In gala array, in holiday spirit, and with the longest parade march in its history, the peninsular district will set up a new mark for all future Evacuation Day planners to rival.

All over Boston proper, too, the day will be observed in various ways, with patriotic exercises, and with a touch of St. Patrick's Day green which always goes with this birthday anniversary of the famous Irish saint, the world around.

Public buildings and homes in South Boston are wearing the red, white and blue in decorations. Schools in the section are closed for the day. And from far and near old-timers and newcomers are assembling for the great event of the day, the parade which starts at Edward Everett square, and then winds through "Southie" streets until it finally ends at Broadway and Dorchester avenue.

### Warships in Dorchester Bay

During its course, a halt will be made while Mayor Curley lays the cornerstone of the new \$300,000 L street bathhouse, on the Strandway, about 4 o'clock. Huge crowds are expected to congregate at that point, as well as at the official reviewing stand, and the special stand for Gold Star Mothers, on West Broadway, towards the finish of the long route.

In Dorchester Bay are expected to be a special detail of two warships, the U. S. S. Richmond and the U. S. S. Patoka, sent here by the navy department, in honor of the occasion. In the

morning South Boston theatres are scheduled to hold open house for children, and in the afternoon and evening South Boston homes are to hold open house for everybody.

### Other Noteworthy Events

Other events to make the day a big one in Boston will include the dedication shortly after noon of a bronze tablet in Highland Park, Roxbury, to Major-General Henry Knox, following a short parade from Eliot square. In Boston, the Charitable Irish Society is to hold its anniversary meeting at the Parker House in the morning, and its big banquet at the Hotel Somerset in the evening, with Governor Ely, Mayor Curley and Congressman John W. McCormack among the distinguished guests invited to speak. Among other night events is the noted annual St. Patrick's Night of the Tammany Club in the Roxbury Municipal building, where a big throng is expected.

The South Boston parade, with Chief Marshal Edward M. Sheehy in command, will start promptly at 2 o'clock. Behind him and his staff will march United States soldiers, sailors and marines, with their bands, and their National Guard units, and civic and veteran organizations, including the American Legion, Veterans of Foreign Wars, United Spanish War Veterans fire and police details, O'Connell Guards and various church bands and cadet corps from South Boston. The G. A. R. and Women's Relief Corps members will be carried over the long route in automobiles.

### Distinguished Guests

Governor Ely, Lieutenant-Governor William S. Youngman, Mayor Curley, Rear Admiral Louis M. Nulton, commander of the First Naval District and Major-General Fox Conner, commander of the First Corps Army Area have been invited to join the parade and places of prominence have been reserved for them.

The roster of the parade has been announced as follows:

Mounted Police.  
Honorary Staff.  
Chief Marshal and Staff.  
9th Coast Artillery Band.  
13th United States Infantry.  
United States Navy Band.  
United States Marines.  
United States Marine Reserves.  
United States Navy.

United States Naval Reserves.  
101st Infantry Band.  
101st Infantry.  
Battery G, 241st C. A. C.  
Jimmie Coughlin, 101st Regiment Band.  
Battery C, 101st E. A.  
26th Division Signal Corps.  
26th Tank Company.  
110th Cavalry Band.  
110th Cavalry.  
Massachusetts Nautical Training School.  
Field Band.  
Massachusetts Nautical Training School.  
His Excellency, Governor Joseph B. Ely, and Escort.  
Lieutenant-Governor William S. Youngman.  
Dahlgren Post, G. A. R., in autos.  
Washington Post, G. A. R., in autos.  
Gettysburg Command, in autos.  
Gold Star Mothers in autos.  
Wounded Veterans in autos.  
Boston Fire Department Band.  
His Honor James M. Curley and Escort.  
Major, M. J. O'Connor Camp, U. S. W. V.  
Detachment of U. S. W. V.  
Kearsarge Association of Naval Veterans.  
Thomas J. Fitzgerald Post, V. F. W.  
Detachment of V. F. W.  
M. J. Perkins Post Band.  
M. J. Perkins Post, A. L.  
Columbia Post, A. L.  
Bessie Edwards Cadets.  
John J. O'Connell Post Band.  
John J. O'Connell Post, A. L.  
Detachment of A. L.  
Sinclair Post Band.  
Sinclair Post, A. L.  
Lieutenant Lawrence J. Flaherty Post Band.  
Lieutenant Lawrence J. Flaherty Post, A. L.  
9th Regiment Veterans' Corps.  
Theodore Roosevelt Detachment of the Marine Corps League.  
Metropolitan Firemen's Post, A. L.  
Boston Fire Department and apparatus.  
O'Connell Guards' Band.  
O'Connell Guards.  
Woman's Relief Corps in autos.  
Auxiliary to V. F. W. in autos.  
Auxiliary to A. L. in autos.  
St. Vincent's Cadets and Band.  
Gate of Heaven Cadets and Band.  
St. Augustine's Cadets and Band.  
House of Angel Guardian Cadets and Band.  
St. Ambrose Cadets and Band.  
St. Luke's Cadets and Band.  
Knights of Sacred Heart.  
St. John's Life and Drum Corps.  
St. Catherine's Cadets and Band.  
Boy Scouts of America.

GLOBE 3/17/31

### Mayor Curley Asks School Milk Price in Boston Be Cut to Everett Figure

Schoolchildren in Everett pay 3 cents for a half-pint bottle of milk, while in the Boston schools they pay 4 cents. Mayor Curley yesterday asked Jeremiah E. Burke, superintendent of schools, to demand that those supplying the milk to children in the Boston schools cut their price 25 percent.

### TRANSCRIPT 3/17/31 Governor Signs Mosquito Control and Curley Bills

Mayor Curley's bill to extend civil service protection to twenty-three second assistant assessors in Boston, without competitive examination, has been signed by Governor Ely.

The governor has signed also the emergency employment bill, based on his recent message to the Legislature, providing for the expenditure of \$270,000 for further mosquito control work. That sum, to be expended by the State reclamation board, is expected to provide employment for about 800 men.

# PLACE BAN ON SCHOOL BROADCAST

Education by Air to  
Homes Is Ruled  
Unlawful

RADIO SETS ALL  
RIGHT IN SCHOOLS

Many Educational  
Practices Found  
Illegal

Within a few minutes of the time it was announced at the Boston school committee meeting last night that the law department had ruled it is illegal for the city to expend money for a programme of education by radio broadcast. Committeeman William A. Reilly announced his intention of carrying to the Legislature his fight for radio education.

The rulings of Corporation Counsel Samuel Silverman developed surprising situations. It was admitted by the school committee last night they will have to discontinue several practices in long standing in the schools. The rulings of the law department virtually declare that the school system has been illegally expending money in the past for transporting students to various musical festivities, entertainments and programmes conducted outside school buildings.

The law department ruled that there is no legislative authority which authorizes the school officials to provide educational instruction in the home or other institution or place for those who cannot attend the public school buildings, whether it is due to sickness or other cause, and whether such educational instruction is by means of the radio or other device or scheme. The educational programme and the school curriculum are to be carried out in the public school buildings whether a day or evening school, it stated.

The ruling states there is no law to compel children to leave the public school house to visit a public or private institution in order to advance the study of a particular subject. It was pointed out that if, for example, the teacher is desirous of taking the children to visit the Arnold Arboretum, they are not compelled to go if they do not care to.

## Possible Discrimination

"The place prescribed by law for the compulsory education of the child is the public school building and not the home," reads the ruling. "It is, therefore, unnecessary to discuss the discrimination which might exist if one child had a radio in his home and was, therefore, able to receive educational instruction, and another child had no radio in his home and, therefore, was unable to receive radio educational instruction."

The ruling further set forth there is no law which authorizes or compels the school child to attend a broadcasting station for the purpose of broadcasting music or any other educational instruction for the benefit of the schools or for the benefit of the public at large. The ruling said that such action on the part of school children must be a voluntary contribution on their part, and, therefore, with the assent and consent of the parents.

## No Restriction on Receiving

The ruling declared there is no restriction which prevents the use of the radio as an instrument of receiving programmes relating to school educational instruction in the public school building under the direction of the school committee.

This very issue promises to entangle the Boston school committee in a lengthy dispute. When this was mentioned at a recent meeting, Committeeman Dr. Joseph V. Lyons declared that he would in all probability object to the installation of radios in school buildings. It was not taken up at last night's open meeting, however.

The corporation counsel made it plain that the school committee has sufficient power to utilize school buildings, after regular hours, for the education of adults by radio reception, such radio receiving sets receiving educational, patriotic, civic or other approved radio broadcast programmes, provided the committee is desirous of assembling the adults, even though expense is involved in this procedure.

## Reilly States His Views

When the rulings of the law department were made known last night Reilly declared that he does not propose to differ with the law department, but that he has no intention of abandoning the idea of radio education. He insisted that it is a good thing for the school system to embrace, and that if present legislation is antiquated in that it forbids this procedure the statutes should be changed at once.

At last night's meeting it was announced that the committee had decided to recommend the construction of a four-room addition to the Edwin P. Seaver School and a four-room addition to the Francis Parkman School, both in Jamaica Plain, in preference to the construction of an eight-room addition at the Seaver School. It was announced that \$129,000 of the necessary \$147,000 is already available, and that plans are being made to procure the balance, work to be started in the immediate future.

At the close of the meeting Assistant Superintendent John C. Brodhead, given permission to address the committee, spoke on the instruction given to students of Jamaica Plain High School by taking them to the State Farm on Morton street, Mattapan.

## "No Contacts With Patients"

"In 1924 an agreement was reached between Jamaica Plain High School, and Dr. May, superintendent of the Boston State Hospital, whereby our first-year agricultural pupils might get certain gardening practice on the Morton street farm. A stipulation, made by the school, and readily agreed to by Dr. May, provided that our pupils were to have no contacts with patients of the hospital, and this agreement has never been violated.

"Pupils go to the State farm only in units of 10 pupils, accompanied by and under the supervision and instruction of one of the regular agricultural instructors of the Jamaica Plain High School. On occasion the farm superintendent, or one of his foremen, gives demonstrations in special methods. The fields, crops, farm machinery and horses are placed at our disposal. Since 1924 there has been but one complaint against this procedure, which complaint was promptly withdrawn when the safeguards thrown around our procedure were explained."

# \$2 BOOST IN HUB TAX RATE SEEN

## Will Nearly Reach \$32 at Least, Budget Shows

An increase of at least \$1.04 in Boston's tax rate for this year was promised in Mayor Curley's 1931 budget which was submitted late yesterday to the City Council for approval with indications that later demands of the school budget and the State assessments would push the local rate above \$32, as compared with \$30.80 last year.

### POOR FUND JUMPS

Although the Mayor slashed more than \$5,243,545 from the estimates requested by his department heads and in many cases allotted them less than they were allowed last year, the public welfare fund for relief of the poor and unemployed jumped \$3,677,000 and wrecked his attempts to hold down the rate.

For the maintenance of the city services, the Mayor placed the budget total at \$38,957,837.99, representing an increase of \$2,094,580.39 over last year's budget allowances. This predicted an increase of \$1.04 in the tax rate, under ordinary conditions.

But State Tax Commissioner Henry F. Long has estimated that the shrinkage of income tax receipts would be about 21 per cent this year, indicating that Boston would receive \$1,300,000 less than last year. To raise that amount by taxation, the city would have to increase the tax rate about 70 cents more.

### Lack Building Aid

Because of the lack of building construction during the past year, the assessors will be unable to find the usual increase of about \$30,000,000 in property valuation here to help hold the rate down, according to building experts, who estimated that the increase in valuations would be the lowest in years.

How much money Boston will be forced to pay this year towards the State tax and the Metropolitan District assessments will depend largely on the action of the Legislature.

To help out the city in its effort to hold the rate down, the school committee has been asked to cut down the school budget, which will be completed next week, by about \$500,000, which would mean 25 cents in the tax rate, on the basis of 52 cents per \$1,000,000. If the Legislature allows a bond issue for new school buildings, instead of forcing the city to raise the money through taxation, this year, it will ease

off the tax rate burden, now strained by the public welfare relief demands. On the basis of the dole handed out during January and February to the poor and unemployed, the Mayor has allowed the public welfare department \$6,432,078 for the current 12 months, which exceeds the expenditures of this department in 1929 and 1930 put together.

### Holds Back \$503,000

To make sure that the poor will not go wanting before Christmas, he has held in reserve \$503,000 within the limit of the appropriating power, in the event that the demands for relief exceed the highest welfare allowance in the history of the city.

In explanation the Mayor stated that the city was taking care of 12,000 dependents, as compared with only half that number in the past, and he pointed out that \$500,000 will be needed when the old age assistance law becomes effective on July 1.

Although the Mayor has not allowed a single increase to the city employees under his control the budget contains \$68,000 in salary boosts, divided among 802 policemen and 220 firemen, who have not reached the legal maximum, the 22 members of the City Council, who got a \$500 increase, ordered by the voters in the November election, and 10 employees of the Finance Commission.

The principal increase in appropriations over last year were shown in the public welfare with \$3,677,000 more; police \$190,000 more; hospitals, \$186,000 more; snow removal, \$150,000 more, and soldiers' relief, \$103,000 more.

# PAY MORE FOR MILK AT SCHOOL

## Mayor Acts to Have Price Cut to 3 Cents

Charging that under-nourished children in the Boston public schools are being forced to pay four cents for a half-pint jar of milk which Everett pupils obtain for only three cents, Mayor Curley last night urged Dr. Jeremiah E. Burke, superintendent of schools here, to demand a 25 per cent reduction at once from the local dealers.

### REDUCTION AT ONCE

In a communication to the superintendent, Mayor Curley stated, "My attention has been directed to the fact that milk is supplied in half pint bottles to the pupils of the schools located in the neighboring city of Everett at a price of three cents per bottle and that for the same service the pupils in the Boston public schools are required to pay four cents. A saving of five cents each week for a 30-week period would represent a considerable sum of money to the parents of the Boston school children.

"I trust you will communicate at once with the firms that are supplying milk to the pupils of the Boston schools and insist on a 25 per cent reduction in price, effective at once," stated the Mayor.

### Bought by the Masters

Last night the superintendent promised to take the matter up with the school masters the first thing this morning, as they have charge of the arrangements of obtaining a supply of milk for the children in their schools.

Business Manager Alexander M. Sullivan of the schools here explained that the school committee under the law had no authority to use public funds for the purchasing of milk for the school children, but as a private matter the masters offered to undertake the work.

Masters last night declared that there was no profit in the arrangement for them because they were paying the price which they charged the children. Some of them privately stated that on occasion they have lost money.

They announced that today they would insist upon the local dealers giving the pupils the advantage of the reduction granted to Everett pupils a couple of weeks ago.

GLOBE 3/17/31

TRAVELER 3/17/31

## A COLD KEEPS MAYOR FROM CELEBRATION

### McGrath Represents Him on Evacuation Programs

Because he is suffering from a cold, Mayor James M. Curley this forenoon announced that he would take no active part in the Evacuation Day celebration at South Boston. The Mayor will be represented at the various civic celebrations by Pres Joseph McGrath of the Boston City Council.

### DAY'S PAY WOULD PROVIDE \$100,000 FOR JOBLESS

A fund of at least \$100,000 will be available to give employment to the needy if every city employe contributes a day's pay, Mayor Curley said yesterday, after a conference with union heads. The employes of the Department of Public Works, through the various unions, have voted to give a day's pay.

Those at the conference were John J. Donovan, Albert H. Brennan, Timothy J. Reardon and Daniel F. O'Neill.

## MAYOR CURLEY CONFINED TO HOME

Mayor Curley today accepted an ultimatum from his personal physician, Dr. Martin J. English, and remained at home to ward off an impending attack of illness brought on by a bad cold from which he has been suffering since his return from the South.

Dr. English informed the mayor that continued disregard of his health might result in a serious condition and the chief executive obeyed orders to remain indoors.



### Keeping Taxes from Going up

CITY department heads annually tell the mayor how much money they would like to have to carry out their programs. For 1931 they asked for \$44,201,383. Mayor Curley has told them they cannot have it. He cut their total \$5,243,545, down to \$38,957,838. This final figure he has presented to the city council as his budget for 1931. Even this sum is \$2,094,580 more than last year's budget.

The increase is more than accounted for in actual cash given the poor or to be given them this year. During the past two months the city has given out in cash to needy persons about \$1,000,000. This relief will run up to at least \$3,000,000 for the year and probably to \$5,000,000 or \$6,000,000, so that the \$2,094,580 increase over last year might well be pointed out by friends of the administration as an evidence of at least \$1,000,000 decrease in the city's routine expenditures.

In addition we have new payrolls due to new hospital buildings, health centres and other laudable enterprises which should and do have the support of every citizen. On the other hand, the mayor has steadfastly refused to grant increases to other city employes. His attitude has been, in substance, that city employes are lucky to have steady jobs and before they are given raises, money must go to the needy. Let it be said, parenthetically, to the credit of city employes, that they have given generously out of their salaries to relief of the poor.

The actual figures of the mayor's budget are impressive, but in themselves are not the vital point to be considered in summarizing the situation. Neither are comparisons with other years sound bases for conclusions. The success of the mayor's plans will be demonstrated only when he shows that he can get by with a very small or no increase in the tax rate, the only real index to the situation and the one which the taxpayer can understand.

Mayor Curley knows more about municipal budgets than most men. Municipal finance is to him a clear picture. If he is able to meet his expenses with little or no change in the tax rate he will have accomplished an admirable piece of city government. We believe he has the ability and intention to do exactly so. There are, however, matters over which the mayor of Boston has no control, but which have an important bearing on the finances of the city. Each year the city of Boston pays large sums towards the state tax, which the mayor cannot control except to the extent of his influence with the Legislature. Annually the city receives from the state several million dollars out of the state income tax. Should there be a decrease in the amount received by the city from the income tax and an increase in the amount the city must pay to the state, the mayor's problem would become more acute.

# South Boston Turns Out for Its Big Day

## Parade Is Feature and Climax of 155th Anniversary of De- parture of British Troops

With the public schools closed for the day and homes and buildings gay in red, white and blue, and the colors of the Irish Free State, South Boston is celebrating the 155th anniversary of the evacuation of Boston by the British troops. Late this afternoon, Governor Ely, Joseph McGrath, president of City Council, and other representatives of Commonwealth and city; Rear Admiral Louis M. Nulton, commandant of the First Naval District; Major General Fox Connor, commander of the First Corps Area and others took their places in the reviewing stand at Dorchester avenue and Broadway to witness the big military-civic parade in which 7000 marchers are expected to get the signal from Chief Marshal Edward M. Sheehy. Mayor Curley is still confined to his home with a cold and this will be the first time in years that he has missed the exercises.

Up to noon, South Boston motion picture theaters were hosts to hundreds of children and, in town, at 10.30, the Charitable Irish Society held its 194th anniversary business meeting at the Parker House. In Roxbury, at noon, there was a short parade from John Eliot square to Old Roxbury High Fort, where at 12.45 a tablet was dedicated in memory of Major General Henry Knox, calling attention to his part in bringing cannon from Ticonderoga, "thereby compelling the British to evacuate Boston, March 17, 1776."

The route of the parade in South Boston was from Edward Everett square along Columbia road to Dorchester avenue, to Andrew square to Dorchester street, West 6th street, E street, West 4th street, G street, East 6th street, H street, East 4th street, I street, Columbia road, K street, Marine road, Ticknor street, Columbia road, L street, East 4th street, Farragut road, East Broadway, West Broadway, Dorchester avenue, to finish at Dorchester avenue and Broadway.

Anticipating the strain put on traffic conditions by the formation and movement of the parade, the Boston Elevated Railway announced that, as this would interfere with traffic between 1 and 5.30 P. M. on Columbia road, Boston street and lower Dorchester avenue, persons wishing to go to these streets were advised to use the Dorchester tunnel, and South Boston riders the Summer street extension lines.

The other big event scheduled for the afternoon, the laying of the cornerstone of the new L-street Baths at City Point, has been postponed because of the illness of the mayor. The exercises it was indicated this morning, will be made a part of the April 19 program which, as that holiday falls on Sunday, will be carried out Monday, April 20.

In addition to open house this afternoon and this evening in South Boston, events scheduled for this evening include the 194th anniversary dinner at the Charitable Irish Society, at the Hotel Somerset; the annual St. Patrick's Night of the Tammany Club, at the Municipal Building, Dudley street, Roxbury; Irish Night concert at Fields Corner Theater, Dorchester, of the Catholic Daughters of America, and Redberry Council, Knights of Columbus; the annual ball of the Central Council of Irish County Clubs, in the Hibernian Building, Dudley street, Roxbury.

Governor Ely pleaded for a renewal of faith in the ideal of St. Patrick and George Washington—love of humanity—as a means towards the solution of the unemployment crisis, at the annual Evacuation Day banquet of the South Boston Citizen's Association in the Hotel Bradford last night.

Displaying the aggressive spirit that marked his campaign last fall, the governor struck a popular keynote that was sounded again by Congressman John W. McCormack; Joseph McGrath, president of the Boston City Council, representing Mayor Curley, and James H. Brennan of Charlestown.

The injection of the current State problems into the program by Governor Ely proved the feature of the evening, but James Henry McCann, former corporation counsel of Portland, Me., added a sensation when he charged that the measure and value of the participation by patriots of Irish birth and extraction have been overlooked and in many notable examples deliberately suppressed.

Mr. McCann charged that historians such as Bancroft, Parkman, Prescott, Palfrey, Fisk, Rhodes and Lodge have concealed the facts regarding the great part played by the Irish in the American Revolution, while other historians have likewise treated, with little regard for accuracy and truth, the Irish chapter in other American periods.

## Descendant Unveils Tablet to Major General Knox

Several thousand people including Boy and Girl Scouts and many school children attended the dedication of a tablet to Major General Henry Knox, unveiled at old Roxbury High Fort today. The exercises followed a patriotic and military parade from John Eliot square to the park, in charge of Major Charles T. Harding. Major William N. Hasson was chairman of the exercises.

Following a flag-raising and an invocation by Rev. Mark Sullivan, pastor of All Saints Church, Joseph S. B. Knox of Newton, a descendant of the Revolutionary patriot, unveiled the tablet. Henry F. Brennan, the presiding officer, introduced Judge Thomas H. Dowd, vice chairman of the Boston commission on marking historic sites. He outlined the services of Major General Knox, whose devotion helped to found a great nation. Other speakers included Joseph McGrath, president of the City Council, who represented Mayor Curley; Walter R. Meins, president of the Roxbury Historical Society; Colonel John B. Richards, president of the State S. A. R., and Edward L. Englert.

The audience joined in patriotic songs and there were other musical numbers by a band from the Girls' High School of Practical Arts.

## SHAMROCK WAVES TODAY

City Hall observed St. Patrick's Day in true Irish fashion today. Four large pots of shamrock were on display in Mayor Curley's office and hundreds of smaller ones were distributed through the offices in the Hall and in the Annex. The shamrocks were grown by the gardeners of the park department under the direction of Park Commr. William P. Long.

## ANOTHER CROWLEY KNOWS

"Jack" Crowley, chief inspector of the paving division of the city's public works department is a brother of Supt. of Police Michael H. Crowley and is an authority on all matters pertaining to the law enforcement branch of the city service.

## CHAPMAN INITIATED

Philip A. Chapman, superintendent of supplies for the city, last night became a member of James M. Curley, Jr., Court, M. C. O. F., at initiation exercises in the Hotel Statler.

## HE KNOWS FOLEY

"Billy" Flaherty, junior engineer of the city street-laying-out department, has an opportunity to hear the inside story of the many interesting criminal cases which are handled by the office of the district attorney of Suffolk County. He is a chum of Dist. Atty. "Bill" Foley.

## HE "PLAYS" THIS, TOO

"Jimmy" Hooley, well-known orchestra leader, is employed as a transit man in the paving service of the public works department.

## FISH TO SPEAK

City Councillor Albert L. Fish of Dorchester, who for many years past has been a student of Irish history, will be the principal speaker at the St. Patrick's night celebration of the St. Margaret's Church Ushers' Club at its quarters in Edward Everett sq., Dorchester, tonight.

## GOLD BRAID IRKS

State House guards are not very enthusiastic over their new uniforms. Prior to this year, when they had to buy their own regalia, the uniforms were plain blue. With the State footing the bill now, under a legislative act, gold stripes on coat and trousers are added. It's more than probable that Supt. of Building Fred H. Kimball cannily foresaw that the temptation to wear the uniforms other than on duty would be greatly lessened if marked conspicuously.

## WITH CURLEY'S VOICE

Much has been said and written about the similarity in the speaking voices of Mayor Curley and Rep. Leo M. Birmingham of Brighton, the minority floor leader. However, if you were to shut your eyes while Rep. Joseph A. Logan of Hyde Park is debating, you could readily vision the Mayor as the speaker.

GLOBE 3/17/31

# TABLET TO MAJ GEN KNOX UNVEILED IN ROXBURY

## More Than 1500 Brave High Wind on Old High Fort To Attend Dedication Ceremonies

Dedication ceremonies attendant upon the unveiling of a tablet to Maj Gen Henry Knox, chief of artillery of the Continental Army and founder of the military academy at West Point, were held at noon today at the Old High Fort, Highland Park, Roxbury. On this precipitous eminence, overlooking the entire city, more than 1500 persons gathered to attend the exercises, notwithstanding the wind of near-gale proportions that was blowing atop the hill.

Mayor James M. Curley, who was scheduled to make the speech of acceptance, was confined to his home by a severe cold, according to Joseph McGrath, president of the Boston City Council, who represented the Mayor.

The ceremony opened at noon, when a parade of Roxbury organizations and school children marched to the Old High Fort from Elliot sq, along Highland st to Fort av. Commander William N. Hasson of Roxbury Post, A. L., was chief marshal. On the marshal's staff were Henry F. Brennan, Daniel J. Gillen, Ex-Judge Frankland W. L. Miles, James H. Phelan, Rev Charles L. Page, Rev Richard J. Quinlan, Charlotte Rafter, Frederick J. Soule, John A. Sanga and E. B. Mero.

In line were detachments from the United States Navy Color Guard, Grand Army of the Republic, National Indian War Veterans, United Spanish War Veterans, Veterans of Foreign Wars, American Legion, Gold Star Mothers, Kearsarge Association of Naval Veterans, Fusilier Veterans' Association, Massachusetts State Guard Veterans' Association, Loyal Order of Moose, Knights of Columbus, a battalion from Roxbury Memorial High School, High School of Commerce, Public Latin School and Boston Trade School, Boy Scouts and Girl Scouts. Maj Charles T. Harding, U. S. R., was chairman of the parade committee.

At the Old High Fort, invocation was given by Rev Mark Sullivan of All Saints' Church, Roxbury.

### Judge Dowd Gives Address

Judge Thomas H. Dowd, vice chairman of the city of Boston Commission of Historical Sites, gave a historical address touching on the achievements of Gen Knox and of the part the Old High Fort played in the evacuation of Boston. He said that Gen Knox commanded the expedition which brought greatly needed cannon from Fort Ticonderoga to the Old High Fort, as a result of which the British forces evacuated the city.

Joseph S. B. Knox, a lineal descendant of Gen Knox, unveiled the tablet. Brief addresses were delivered by Walter R. Meins, president of the Roxbury Historical Society; Col John B. Richards, president of the Massachusetts Society of Sons of the Revolution, and City Councillor Edward L. Englert. Many State and city officials occupied places on the platform.

The Old High Fort has been rehabilitated at a cost of \$20,000. Concrete walks have been constructed and oak benches placed on the site. The park is one of the highest elevations in the city. The standpipe that now marks the center of the original fort that was destroyed in 1869 is to be seen from far distant points. Gen Washington regarded the fort as one of the best situated and best constructed at that time.

## URGES BOND ISSUE TO BUILD SCHOOLS

### Carven Says Tax Boost Is Alternative

### Boston Committee Members Point to Need of Construction

Mayor Curley is in favor of the building program of the Boston School Committee, City Auditor Rupert S. Carven told the Legislative Committee on Municipal Finance at a hearing yesterday. Mr Carven said that if the schools do not get relief by a bond issue the tax rate will have to be increased.

Chairman Richard J. Lane of the Boston Schoolhouse Commission reviewed the work of his commission during the past year and announced that aside from abolishing 59 portable buildings and 20 hired room accommodations the commission had \$121,000 left over which it turned back to the School Committee. He said the commission is allowed 91 cents on each \$1000 valuation for repair of schools and 68 cents on the same scale for new buildings. He advocated reduction of the repair allowance to 81 cents on each \$1000.

Referring to the new school building problem, he said: "We were not allowed enough for high schools last year. The high school situation is getting worse and the School Committee should be given the discretion to meet the needs as they come along. Give the School Committee the \$5,000,000 bond issue they ask and it will help out the situation."

### Needs Girls' High School

The need of immediate erection of a new Girls' High School was stressed

by Mrs Elizabeth Pigeon, a member of the School Committee, Dr Alice H. Bigelow of Jamaica Plain, and Mrs Robert Schacht, both graduates of the Girls' High School; Headmaster John E. Dunham of the Girls' High School, and Joseph Toye of Forest Hills.

Dr Bigelow told the committee the conditions at the Girls' High School cannot be exaggerated.

Headmaster Dunham informed the committee that the health conditions at the school are poor, and not a single room in the school has sufficient lighting. Describing the structure of the present building on West Newton st, Mr Dunham told the committee that the stairs of the building are of wood and are oiled. This condition, he said, made them very slippery and dangerous, and not a week passes but what there is an accident on the stairs.

### Hurley Favors Bill

Chairman Joseph J. Hurley of the Boston School Committee spoke in favor of the committee's bill which provides a building program of \$16,977,000 for the next three years.

There has been a constantly growing demand for additional high schools, said Mr Hurley, especially in Dorchester and West Roxbury. He said he felt accommodations, through smaller schools, should be provided for pupils in the outlying districts who do not desire preparation for college. Those who do desire college courses could be grouped in some central high school established for that purpose.

Francis C. Gray of the Boston School Committee recorded himself in favor of a 68-cents tax levy which would provide \$1,400,000, a bond issue of \$1,200,000 for the girls' high school and an additional \$400,000 for elementary schools.

Dr Joseph V. Lyons of the School Committee said he favored retrenchment, but not where it would affect the school system.

William Reilly, also a member of the School Committee, favored a bond issue of \$5,000,000 for the first year and \$3,000,000 raised partly by direct levies in future years so that the School Committee would have definite knowledge from year to year as to how much it had available for school construction.

The hearing was adjourned until Thursday morning, when the opposition will be heard. Principal among those to appear in opposition will be Chairman Frank A. Goodwin of the Boston Finance Commission.

## GOV ELY SIGNS SCHOOL BILL

### School Committee to Buy Clothing for Athletics

Under the provisions of a bill signed today by Gov Ely the Boston School Committee is authorized to buy and keep in repair wearing apparel and clothing used in athletics by school pupils.

GLOBE 3/17/31

## COUNCILORS QUIZ JOB BUREAU HEAD

### Some Assail Methods of Director Shields

### \$275,000 Additional Ordered for Hyde Park Golf Course

John J. Shields, director of the Municipal Employment Bureau, was called by the City Council before the body in executive session yesterday afternoon and questioned at length by various councilors concerning the conduct of the bureau, its methods of obtaining employment and what, if any, employment had been obtained.

Recently an order from Mayor Curley asking for an appropriation of \$35,000 for the bureau, an increase of \$10,000 over 1930, was before the Council. The latter body whittled the appropriation down to \$5000 and in anticipation that sooner or later an order for \$30,000 would come from the Mayor the councilors proceeded with an examination.

Judging by expressions it would appear that some councilors hold the view that there is favoritism. A minority attacked the municipal bureau while others arose to hand bouquets and glowing indorsements of the efficient handling of the bureau and courtesy of Mr Shields and the latter's staff.

Jobs at snow removal during the storms the past Winter appeared to be a bone of contention, though Director Shields insisted that there was no favoritism shown. He insisted that his bureau did not interfere with the hiring of men at the various city yards but was met with hot shot from Councilors Fitzgerald and Cox. The latter, from West Roxbury, denied that he ever received even a telephone tipoff from the director of employment that men would be put to work.

### Jobs for 6156

Director Shields said that during the past year employment was obtained for 6156 persons and of that number 4600 got jobs that had nothing to do with the city, snow removal, hospitals or other institutions. Asked why he needed \$10,000 more than a year ago, Mr Shields said his payroll increase was \$7500.

Mr Shields insisted that when there was an opportunity to put men to work he phoned Councilors time and again, "but could not get them in." Under the Nichols administration 21 employes were in the Bureau which at present has eight men including Mr Shields and six women.

The director said that three times as much employment was obtained last year than under the previous administration, despite bad commercial and industrial conditions, and that the Federal Employment Bureau had declared the Boston Municipal Bureau to be the most efficient municipal bureau in the country.

Councilor Arnold complained that even if work was obtained for constituents sent to the bureau that the Councilor was never informed, and Director Shields agreed in the future that if a job was obtained the bureau would so notify the Councilor sending

the applicant.

Yesterday's visit will make unnecessary the presence of Mr Shields later if the order for the much wanted \$30,000 reaches the Council.

### Order by Wilson

Councilor Robert Gardiner Wilson Jr introduced an order to amend the Suffolk County classification of groups and positions as submitted by the budget commissioner and Commissioner Fox' figures are boosted from \$200 to \$1000 a year in spots.

The Councilor's amended classification:

- 1 (a) Under "Administrative Group" on page 1, increase of maximum of Registrar of Deeds and Assistant Recorder from \$7500 to \$8500.
  - 2 (a) Retain Grade A among assistant clerks of Court but consolidate Grade B and Grade C with a common maximum of \$4800. (b) Under Clerical group on page 2, increase maximum of chief clerk from \$3000 to \$3300. (c) Increase of maximum of messenger and clerical assistant from \$3000 to \$3500. (d) Increase maximum principal clerk Grade A from \$2500 to \$2800. (e) Increase maximum principal clerk Grade B from \$2200 to \$2500. (f) Increase maximum senior clerk Grade A from \$2000 to \$2300. (g) Increase maximum senior clerk Grade B from \$1800 to \$2200. (h) Increase maximum clerk from \$1600 to \$1800.
  - 3 Under Labor Group on page 4 increase maximum for elevator operators from \$32 to \$35 per week.
  - 4 Increase maximum in officer's group as follows: (a) Court officer Municipal Criminal Court from \$2500 to \$2700. (b) Court officer Municipal Civil Court from \$2200 to \$2700. (c) Court officer District Court from \$2200 to \$2500.
  - 5 Under Professional Group increase interpreter in Superior and (a) Municipal from \$2500 to \$3000. (b) Increase maximum of school teacher from \$1000 to \$1300.
- The motion to amend went over to Thursday.

### Called From Table

Councilor Arnold called from the table the Mayor's order asking for \$275,000 additional for the new golf course at Hyde Park. Councilors Dowd, Kelly and Fitzgerald attacked the order. The first-named said that he would not vote for a golf course until every ward in the city had a playground; Councilor Kelly thought if the money was to be spent that it should go to the poor and needy and Councilor Fitzgerald injected a bid of the Warren Landscape Engineering Company of Providence to do the work for \$150,000 plus blasting costs on rock one-half yard wide.

The West End Councilor said he lacked complete information concerning the bid. Councilor Wilson estimated on the \$150,000 an item of \$70,000 for blasting and \$40,000 for a lecker building, showing a difference of \$15,000 from the appropriation of \$275,000 asked for.

The order went into executive session to enable the Council to get more details of what the original bid was of the Providence concern. The motion to make the inquiry was by Councilor Norton in whose ward the golf course is being constructed. He said he would vote against the order if it was shown that the taxpayers' money was being wasted and that money could have been saved by accepting a bid.

Later Councilor Fitzgerald produced additional information, but it appeared that the bidder made the proposition to a separate concern, not the city. The Council passed the order, Councilors Dowd, Kelly and Fitzgerald voting against it.

Councilor Hein reported that it was the committee's opinion that any ordinance to stop bootblacks from working on Sunday ought not to pass, with the result that the Council rejected the order.

## BOSTON BUDGET SOON READY FOR HEARING

### Mayor's \$2,000,000 Street Loan Bill Discussed

Appearing before the Legislative Committee on Municipal Finance yesterday in favor of Mayor Curley's bill asking Legislative authority for the city of Boston to borrow not more than \$2,000,000 outside the debt limit for reconstructing accepted streets, Ex-City Councilor James A. Watson lauded the Mayor as having "the greatest vision of any man who ever sat in City Hall."

Joseph F. Rourke, Public Works Commissioner of Boston, in favor of the measure, said the city kept between 1700 and 2000 men busy every day last year. He said that only Boston men would be employed on any new construction work undertaken by his department. He cited Northern av as one street that was soon to be rebuilt.

The legislation was favored by Representative Louis R. Sullivan of Dorchester.

Frank A. Goodwin, chairman of the Boston Finance Commission, suggested that the committee take no action on the bill until "we can get a look at the budget."

The Finance Commission, he said, will submit a statement to the committee with its recommendations later.

Corporation Counsel Samuel Silverman said the budget will be available shortly and that he will send a copy to the committee.

The measure was opposed by Allison M. Catheron for the Boston Chamber of Commerce in the event, he said, it would mean the abandonment of the pay-as-you-go policy.

The Boston Real Estate Exchange was also placed in opposition.

The committee also heard a bill to allow the town of Burlington to borrow \$75,000 outside of the debt limit to construct a high school. At present high school pupils of that town are required to go to Lexington to continue their education above grades.

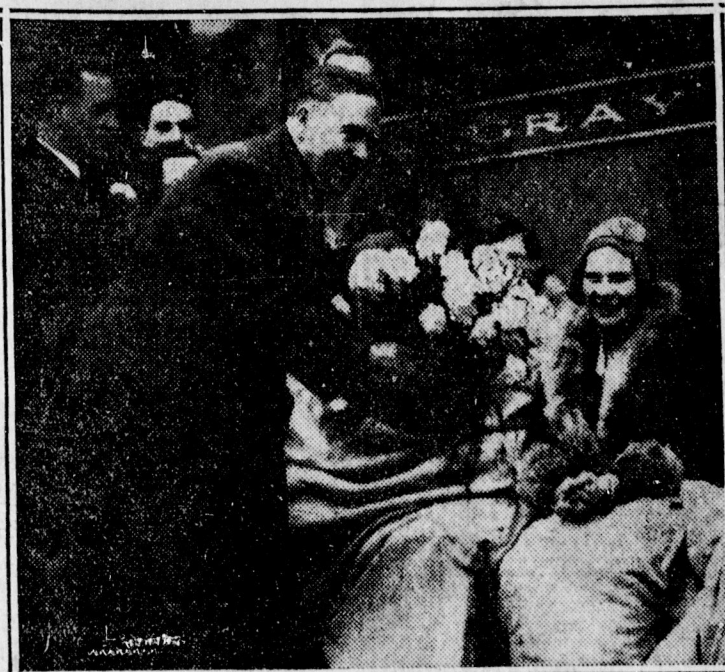
Town Clerk S. R. Graham said it costs \$35 per pupil per year at Lexington and said the building was needed also as a measure of progress in the town.

Paul B. Hill, appearing in opposition, claimed the school project was not the sentiment of the majority of voters in the town and that the Finance Committee did not wish to be recorded in favor.

Walter Walsh, member of the Board of Assessors, also appeared in opposition.

Globe 3/18/31

## CRIPPLED CHILDREN'S BOUQUET TO ACTING MAYOR McGRATH



HERALD 3/18/31

### CURLEY TO BE GUEST AT Y. M. C. A. LUNCHEON

Will Address 400 Workers in Budget  
Balancing Drive Today

Mayor Curley will be the guest of honor and speaker at the first report luncheon of 400 workers in the Boston Y. M. C. A. budget balancing canvass in the City Club auditorium at noon today. Mayor Curley addressed the group a year ago, and at the same time doubled his 1929 contribution.

The goal for which the workers are striving is \$139,000, \$83,420 of which is for the boys' work, \$35,440 for young men's work, \$7,490 for foreign and other student work, and \$12,650 for repairs and replacements on equipment. The money which is being obtained from the citizens of Boston is only about 9 per cent. of the total 1931 budget. Associations of other cities obtain 24 per cent. from the public.

TRAVELER 3/18/31

### OPPOSE BILL FOR BIGGER DEBT LIMIT

The bill of Mayor Curley, asking that the debt list of cities and towns be increased from 2½ per cent. of their valuation to 3 per cent., was opposed this morning at a hearing before a legislative committee on municipal finance by Edwin D. Brooks of the Boston Real Estate Exchange. The Boston Chamber of Commerce was also recorded as opposed to the proposition.

Corporation Counsel Samuel Silverman informed the committee that the bill will give Boston between nine and ten million dollars more to function with.

Globe 3/19/31

## CURLEY BILL IS OPPOSED

Measure Would Increase  
Cities' Debt Limits

The Legislative Committee on Municipal Finance gave a hearing today on the bill of Mayor Curley providing that the debt limit of cities and towns be increased from 2½ percent of their valuation to 3 percent.

Corporation Counsel Samuel Silverman said that passage of the bill would give the city of Boston between \$9,000,000 and \$10,000,000 more with which to function.

Edwin D. Brooks of the Boston Real Estate Exchange opposed the increase as "unwise." He urged the committee to hold down the debt limits of cities and towns, adding, "We are increasing our debt limits faster than our growth in population and wealth." The Boston Chamber of Commerce went on record as opposed.

The committee also heard Mayor Curley's bill providing that the city of Boston be allowed to borrow up to the full extent of its present debt limit of 2½ percent. Corporation Counsel Silverman told the committee that under the law Boston may borrow up to within \$500,000 of this limit and the city would like to have that point eliminated so that it may go to its full debt capacity and have more money for school work.

There was no opposition.

Globe 3/19/31

## SON OF CHINESE ADMIRAL VISITS MAYOR

K. T. Tu, son of Admiral S. K. Tu of the Chinese Navy, was a visitor at Mayor Curley's office in City Hall today and presented the Mayor with a miniature Buddha. The young man is attending school in Boston and expects to return to China soon. Mayor Curley presented Tu with a large flag of the city of Boston for his father. Tu was accompanied by Winton Bee, local Chinese merchant and Ex-Lieut Gov Edward P. Barry.

## CURLEY NAMES ARCHITECT FOR 2 CITY BUILDINGS

Mayor Curley announced this morning that he had appointed Joseph P. McGann, architect for the field house to be erected at Billings Field, West Roxbury, and the new animal house at the Franklin Park Zoo. The field house will cost \$25,000 and the animal house \$50,000. Both buildings will be built under the direction of the Park Department.

## MAJ GEN WOOD PLAQUE FOR CITY HOSPITAL

A drawing of the bronze plaque that is to be placed in the new administration building of the Boston City Hospital, in memory of the late Maj Gen Leonard Wood, was shown this noon to Mayor Curley, in his office in City Hall.

Maj Gen Wood served as an intern at the hospital many years ago, and Mayor Curley said he believed the plaque would be a fitting memorial to Gen Wood. It is planned to have the plaque ready for unveiling during the convention of the United Spanish War veterans, to be held here next June. The plaque will be 4ft 6in by 2ft 6in.

AMERICAN 3/19/31

## Residents Protest Street Widening

More than 100 West Roxbury and Hyde Park residents attended a hearing before the street commission in City Hall today on a petition for the widening of Beech st.

The West Roxbury group oppose the petition which seeks to have the street widened from 20 to 26 feet while the Hyde Park petitioners contend that completion of such a project would make the place a traffic artery and would boom business in that district. The West Roxbury group contend that heavy vehicular traffic would be a menace to their children.

## Chinese Give Buddha Statue to Curley

As a token of the esteem in which he is held by the people of China, Mayor Curley was presented today with a miniature Buddha by K. T. Tu, son of Admiral S. K. Tu of the Chinese Navy.

The mayor in turn presented the visitor with a flag of the City of Boston which will be forwarded to Admiral Tu in Nanking to be placed aboard his flagship. Mr. Tu was accompanied by Winton Bee, local Chinese merchant.

GL 013 E

3/18/31

## BURKE SAYS SCHOOLS YIELD BIG RETURNS

### Superintendent Talks on System in Broadcast

### Boston High Pupils' Attendance Has Increased 70 Percent

"There is no place where the people's money is expended more economically, or where it yields a larger return than in expenditures for public schools," declared Dr. Jeremiah E. Burke, superintendent of public schools, in an address on the Boston school system broadcast from City Hall over Station WNAC yesterday afternoon. The superintendent's talk was one of a series of radio addresses on municipal affairs, under direction of Mayor Curley.

Pointing out that it is true that in recent years the cost of schools has increased, Supt. Burke stated that it is equally true that the costs of all Governments and of all departments of Government have multiplied.

"Much of the normal increased cost of maintaining the Boston public schools is due to the fact that we are holding more children in school than ever before, and that these children are advancing to the higher grades where the cost of instruction is much greater than below," he said.

As an illustration of the upward flow of school attendance in Boston, he noted that during the past 10 years the attendance in all day schools increased about 18 percent, while the attendance in high schools increased 70 percent. He asserted that it is undoubtedly true that in proportion to population there are more pupils in the Boston public high schools than in any large city of the country, with 27,393 listed in 1929.

"A characteristic of modern education," the superintendent said, "is its humanness. The older systems were marked by the survival of the academically fittest. The misunderstood pupil did not survive; the boy mechanically inclined was eliminated.

### Boston in Lead

"The greatest boon that has come to children since the dawn of time has been the recognition of the fact that children differ intellectually, physically and mentally, and that they require different forms of treatment."

Boston, he pointed out, "perhaps in the lead of American cities," is offering the variety of opportunities necessary to meet the varying needs and capacities of children.

"The rigid and uniform courses of the older days—the forbidding subjects that drove children from school—are replaced today by curricula adapted to the peculiar aptitudes and inclinations of children. This differentiation of the work of pupils is being very logically worked out in Boston's schools."

Health education, wholly neglected in the older schools, is now recognized. Systematic health training and supervision is provided for the normal child and in its humanness, Boston provides as zealously for the physically handicapped. Instruction is provided for the deaf, the semi-blind, those with defect

of speech, hard of hearing children, the epileptic, the under-nourished, the delinquent, children in hospitals and those with cardiac defects. A study is now being made of crippled children and of the best methods of caring for them, he said.

Suitable instruction is also given children who are mentally subnormal. Many children, who in the older days wore the "humiliating dunce's cap," now by virtue of humane instruction offered, are developing into productive, serviceable and self-respecting members of society, the superintendent added.

Through its program of citizenship and character training, Boston has assumed throughout the country a position of conspicuous leadership, Dr. Burke declared.

### Another Achievement

Another great achievement in recent years, according to the superintendent, is the organization of intermediate or junior high schools, as a result of which retardation of pupils in the ninth grade is being reduced to a minimum where formerly there was a "veritable" slaughter.

Showing that in the older days children left school because of the severity of the discipline, the rod and dunce cap being "too much in evidence"; and because the child was required to adjust himself to a rigid school program, Supt. Burke noted that today school programs are being adapted to the needs of individual children. He stated that pupils remain in school because the work is more congenial and more suitable and is profitable to the pupil, because society is constantly raising the age of compulsory school attendance with employers demanding more and more high school graduation of young people, and because parents and pupils realize that it is commercially and socially advantageous for youth to secure a high school diploma.

"The most emphatic reply to the critic's charge that something is wrong with our public schools is the rapidly increasing number of pupils attending the upper grades. The attendance in the Boston high schools in the year 1929-30 advanced 1100 over that of the preceding year, and the enrollment in these grades for the school year 1930-31 is 1571 greater than the year before," the superintendent declared.

### Discusses Three R's

Speaking of the three R's, he said that a very slight acquaintance with the school system reassures one that they are not overlooked or overshadowed; that instruction in reading, writing, arithmetic and the fundamental subjects is of a higher quality today than ever before.

With regard to the question sometimes raised as to whether the elementary school has been neglected in comparison with the secondary, the superintendent explained that "we have repeatedly reaffirmed that under no circumstances should emphasis upon secondary education be permitted to injuriously affect the work of the elementary schools. The importance of the elementary schools must never be minimized," adding that they are the foundation of the entire system and that unless they are maintained at the highest possible plane of efficiency, the grades following are sure to suffer irreparably.

"From the very beginning of her history, Boston has led the country in popular education. We still maintain that leadership," Supt. Burke says in part in conclusion, continuing that the most coveted laurel that the city bears was won by her promotion of education, virtue, justice and civil liberty.

## EVACUATION DAY "OPEN HOUSE" IN SOUTH BOSTON

The traditional hospitality of South Boston, well known to thousands of people during the annual dual celebration of Evacuation Day and St. Patrick's Day, was never more emphasized than yesterday afternoon and last night.

It has been a long time since the weather was so inclement with the natural result that people hastened to get indoors. And South Boston was prepared for just such visits.

"Open House" meant just that in South Boston last night and probably never before did visitors take advantage of what they had heard it meant. Wherever a South Bostonian was entertaining, his friends were legion.

As in other years, the home of Dist. Atty. William J. Foley on West 4th st., between E st. and F st., attracted the greatest throng. Mr. Foley has been entertaining prominent guests and visitors since long before he held his present office. Gov. Joseph B. Ely, Lieut. Gov. William S. Youngman and other State and city officials were among those present.

Mingling with the chief executives of the State were friends and supporters of Dist. Atty. Foley, to whom the day meant one of reunion with an old friend. All were welcome and the day was highly successful despite the inclement weather.

Edward L. Hopkins, real estate dealer of the district, entertained a great throng at his home at Farragut road. The guests of the day "made the rounds," visiting Chief Marshal Edward Sheehy at his home on Ticknor st., and William L. Kendrick, president of the South Boston Citizens' Association, at his home on West 6th st.

In other homes, less known but open to friends who gathered for the day, the spirit of welcome and hospitality was abroad. A number of prominent persons, representing the political and civic life of the State and city, gathered at the home of Charles Sidlauskas, prominent druggist at E st. and West Broadway. Mr. Sidlauskas is one of the leading Lithuanian men in New England and recently arranged interviews for leading citizens from his native land with Gov. Ely and Mayor Curley.

James F. Goggin, bail commissioner, whose home is on E st., near Broadway, also entertained a number of guests during the evening.

There were few homes in the Peninsula District that did not hold out a welcome for their friends. The parade may have been somewhat spoiled by the storm, but South Boston upheld its tradition.

RECORD 3/18/31

## Governor Reviews the Parade



Governor Ely, left, and Joseph McGrath, president of the Boston City Council, representing Mayor Curley, shown above as they reviewed the South Boston parade yesterday. Reviewing stand was in W. Broadway at B st.

## 50,000 Brave Storm to See Great Parade

A throng of more than 50,000 braved snow and cold as South Boston's great parade of 10,000 wound through streets of the district yesterday.

When the parade started, so did the snow but even wintry weather could not blight South Boston's colorful celebration of St. Patrick's Day and Evacuation Day.

At Edward Everett sq., starting place of the procession, every inch of sidewalk was packed and hundreds were in windows and on roof tops. A group of urchins occupied the pedestal from which the statue of Edward Everett was recently knocked down.

Gov. Ely, bravely attired in top hat and fur lined coat, defied the slanting snow by riding the entire length of the parade route in an open auto. City Councillor James H. Brennan rode with him.

### CURLEY ILL WITH COLD

Mayor Curley was unable to attend on account of the cold, and the laying of the cornerstone of the "L" st. baths was indefinitely postponed.

Chief Marshal Edward M. Sheehy rode at the head of the military, naval and civic units that made up the parade, and at Edward Everett sq. he was presented a bunch of roses by Stanton White, Mayor Curley's secretary.

At Andrew sq. Mrs. Carrie Hohman, president of the auxiliary of Thomas F. Fitzgerald Post, V. F. W., presented Leo Connors, chief aide, with a bouquet.

From then on, the supply of bouquets seemed inexhaustible.

In front of St. Augustine's Church, boys and girls from the Industrial School for Crippled Children watched the marchers pass. They were guests of Mayor Curley.

At Carney Hospital, nurses and patients gave the paraders a rousing reception.

### PLANES CIRCLE ROUTE

Overhead in the grey skies, three army planes soared and circled over the parade route. Every street was gay with green bunting, and another emerald touch was the famous shamrock vest of Peter Tuohy, which appeared with its owner in an open motor car.

Bands aplenty were in the parade and the Navy Band and the new Fire Department Band were cheered all along the line of march.

Despite the snow, four groups of boy cadets, St. Ambrose Cadets, St. Luke's Cadets and St. John's Cadets, all in white uniforms, and the Gate of Heaven Cadets, in red and blue, marched doggedly over the entire route.

### TOO COLD FOR GIRLS

The cold proved too much for the Bessie Edward Cadets, young women in white and red, who dropped out of line at Andrew sq.

One of the sturdiest marchers was James Lynch, 7, of Bellevue st., Dorchester, a purely amateur member of the procession, who had no official status, but walked over the entire route just behind the marshal's staff.

The parade, winding through South Boston's streets, took hours to pass, and finished at dusk. It was reviewed by Governor Ely at B st. and Broadway.

Following the procession, all South Boston kept open house last night.

HERALD 3/18/31

## CHARITABLE IRISH SOCIETY GATHERS

### Maginnis Named President at Celebration

There was dual significance in the activities of the Charitable Irish Society yesterday in that the members observed the anniversary of the patron saint of Ireland and the 194th birthday of the organization.

The official day for the members started with a meeting at the Parker House at which they elected Charles D. Maginnis, noted architect, as president to succeed Edward W. Quinn, former mayor of Cambridge, and closed the day with a largely attended banquet at the Hotel Somerset at which a number of notables were present.

Mr. Quinn presented Bartholomew F. Griffin as toastmaster. He read several toasts to which the speakers responded. Congressman John W. McCormack of the 12th district answered the toast "The United States of America"; Joseph McGrath, president of the Boston city council and acting mayor since Mayor Curley is confined to his home with a cold, responded to the toast, "The City of Boston"; Gov. Joseph B. Ely answered the toast "The Commonwealth of Massachusetts" and James Henry McCann, a former corporation counsel of Portland, Me., responded to the toast "The Day We Celebrate."

Congressman McCormack said that while "we all want universal peace, we want to protect our country" from outside invasion and asserted that this country should not enter into entangling alliances with other nations. He said he believes the people should ask for a greater navy to protect the interests of America.

Councillor McGrath spoke of what the city of Boston is doing to relieve the unemployment situation and of how distinguished visitors to the city have remarked about the absence of alms-seeking persons on the streets.

Gov. Ely said he believes the future of America is sound and that he believes in the basic soundness of her financial institutions. He queried: "Of what use is credit and resources of government if in a crisis like this we cannot call them forward?" He said: "There has been no great economy in the financial affairs of Massachusetts."

"All we have been doing for the last 14 years has been trying to spend the money that flowed in during those speculative and prosperous years. We're now confronted with an entirely different situation." He said he is told that this is a poor community and to be easy on expenditures.

"What kind of talk is that?" he queried.

He said that in compliance with the law he prepared and submitted his budget on the third week after assuming office and "they had it since the 28th day of January, and they haven't been able to master it yet."

"My common sense tells me that if they refuse to give us anything it will be through no fault of mine. We need your help and the help of your friends to make these men see that the power of Massachusetts is utilized and drawn on in this emergency."

cont

Post

3/18/31

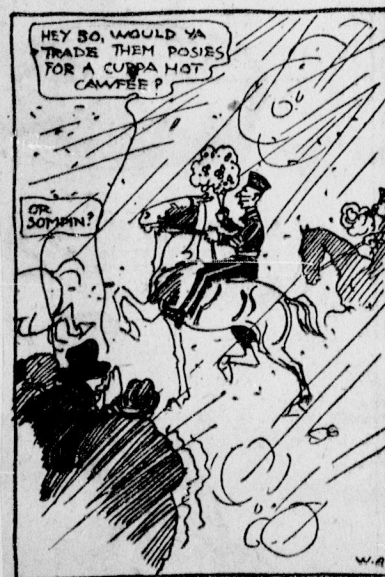
The Massachusetts Nautical Training School band marched before the automobile containing Governor Ely, Governor's Councilor Brennan and Adjutant-General John H. Agnew. All along



the line the reception to the Governor was constant and enthusiastic. After the Governor rode Lieutenant-Governor William S. Youngman, District Attorney Foley, Congressman McCormack, James H. McCann, former corporation counsel of Portland and other guests.

Flowers began to appear in the arms of the elect. City Councilor McGrath, on behalf of the Mayor presented a bouquet to the chief marshal. Ethel Manson of the St. Botolph School for Crippled Children, all of whom were guests of the Mayor, presented a bouquet to Councilor McGrath for the Mayor. William J. Kendrick, Jr., son of the president of the South Boston Citizens' Association, presented a bouquet to the Governor, and Eleanor, a daughter, presented one to Councilor McGrath on East Sixth street.

After the dignitaries came the G. A. R. veterans, the Gold Star mothers, wounded veterans and Indian fighters in automobiles. The Boston Fire Department Band, making its first South Boston appearance, stirred with two tunes, "Tammany" and "The Wearing



of the Green." South Boston knew what the first song meant and was also aware of the second.

# Parade Sidelights

The children of South Boston found the vantage points from which to view the big Evacuation Day parade yesterday. Right at the start, for instance, a dozen little tykes swarmed on the granite base off which the statue of Edward Everett toppled recently, making a grand stand right there where they could see everything.

Then, the youngsters were spotted in the tops of small trees along the route of march, on school fire escapes, on fire hydrants, on roofs, and massed in the plate glass windows of store fronts.

On the streets, the little folk were accorded front rank, with the next in size ranged behind them, and the bigger children next, and so forth, like little terraces, from start to finish.

In the festive decorations, the flag of the Irish Free State figured prominently along with the Red, White and Blue, but the one street in "Southie" which outdid all the rest in flying the banner of the new Erin was West 4th street. Nearly everybody on both sides of the thoroughfare had the Irish tricolor out with the American flag.

The patients and nurses in the Carney Hospital, as many as were able, at least, viewed the parade from the back windows overlooking Thomas Park. Nearly every window had its watchers, some carefully bundled up against the cold, but "on the job" just the same.

Priests, fortified by overcoats thrown over their cassocks, and their berrattas on their heads, watched the parade from the front steps of the Gate of Heaven parish house, on East 4th street, waving to the various contingents and cheering on the veterans.

There were pretty girls galore among the parade spectators yesterday, and many a stalwart young marcher audibly expressed an ardent wish to drop out and spend more time on the sidelines.

Former Corporation Counsel James H. McCann of Portland was the city's honor guest yesterday, riding in the Evacuation Day parade with Standish Willcox, Mayor Curley's official secretary. He expressed astonishment that the South Boston district of Boston was so big that it took the parade three hours to cover it.

The densest crowds viewing the parade were in Andrew square, where men, women and children were massed in every vantage point as far as the eye could reach, and in Michael J. Perkins square. In Andrew square, the windows were jammed with people, and the Old-Timers' Club windows were banked solidly with children from sill to top. The roofs were occupied largely by boys.

One man on Dorchester avenue was seen washing a window pane, which, judging from the one next to it, had not been cleaned for months. It was too cold to open the window, so he had to wash it so he could see the parade through it.

Acting Mayor Joseph McGrath, president of the City Council, received a bouquet of carnations from the children of the Industrial School for Crippled Children, grouped in motor busses on Dorchester street, in front of the Shurtleff School. The Evacuation Day parade is an annual event for the Industrial School youngsters, and they always have a big bunch of flowers for the Mayor when he reaches them in the long march.

Acting Mayor McGrath stopped in Ticknor street long enough to present a bouquet to Mrs. Edward M. Sheehy, wife of the chief marshal of the parade. She was watching the procession from the front porch of her home.

The parade wound so deviously and through so much of South Boston that word got around yesterday that because of the inclement weather it had been decided to take the parade to the residents, instead of expecting the residents to go out to see the parade. The route was some six miles in length, and missed hardly a street in the big peninsular district.

Acting Mayor McGrath presented Governor Ely with a bouquet of roses at the reviewing stand where they both, flanked by city and State government members, watched the parade pass.

Fire Chief John A. Fox was hopping in and out of his car all during the parade, giving instant and active attention to the marching fire department band, and the following cavalcade of city automobiles. He rode scarcely a half of the way.

While they waited for the parade to pass in their parked car, which bore a New Jersey license plate, at Broadway and F streets two men provided amusement for more than a score of bystanders by producing a checker board and indulging in a game. As the game went on, comments from the group which watched through the windows were frequent.

Governor Joseph B. Ely received a fine ovation as he passed through Edward Everett square and along Dorchester avenue. At the corner of Dorchester avenue and Columbia road, a tiny, golden-haired lass leaned out of a second floor window and waved a flag at the Governor. She was rewarded when Governor Ely raised his silk hat and smiled up at her.

Post 3/18/31

# DEFY RAW, BITTER DAY TO MARCH

## South Boston Shows Mettle in Frigid Celebration

### GOV. ELY TARGET OF WILD ENTHUSIASM

## 75,000 Brave Cold and Snow to Cheer Paraders

The courage of the Continentals still lives, and how South Boston proved it yesterday afternoon!

Wind-whipped and snow-pelted, thousands of men and women—many without overcoats and some in summer garb—patiently paraded through the heart of a rasping northeaster over those same roads the soldiers of Washington tramped to give the world Evacuation Day 155 years ago.

### ELY TARGET FOR CHEERS

Just as brave—more so perhaps—were the 75,000 people who huddled along the sidewalks, cringing beneath the lash of the storm, beating their hands and stamping their feet for three wracking hours as the spectacular procession moved briskly by.

Diminutive cadets in white duck uniforms, units of the 25th Division of the National Guard without greatcoats and Legion Auxiliary members in white stockings and white shoes, were loudly cheered for their grit. But the target of the reception, after the native and eminent sons of Southie had been serenaded, was Governor Joseph B. Ely.

### Defies Weather in Open Car

Taking part in a South Boston parade for the first time and realizing that thousands of residents who voted for

him in November wanted to see him, he passed up the chance to ride out the route in a closed car and made the journey in a broad, open one.

His black silk hat, his dark overcoat and blue automobile robe were white with snow when he arrived at the reviewing stand. The wind had turned his cheeks a pale blue and it was hard to smile. But he took his place upon the flag-draped platform with the rest of the dignitaries and saw the show through to the finish. And South Bos-



ton, which likes a fellow who can "take it" as well as "give it," admired him all the more.

### Mayor Curley III, Absent

District Attorney William J. Foley, Congressman John W. McCormack, Senator James J. Twohig, Representative William P. Hickey, Fire Commissioner Edward F. McLaughlin, Ex-Fire Commissioner Theodore A. Glynn, Senator Joseph Finnegan, Representative Anthony J. McNulty, City Councillor William G. Lynch and a host of South Boston favorites were in line. But one familiar figure was missing.

Mayor Curley, who has missed few South Boston parades, was held to his home on the orders of his physician, Dr. Martin J. English, with a heavy cold. His illness cancelled the laying of the cornerstone at the new L Street Bath on the Strandway, which was postponed to April 19. In his stead, Joseph McGrath, president of the City Council, took the bows and the bouquets.

### Many Other Features

But the parade was not all the celebration. In the morning 12,000 school children of South Boston attended free shows in motion picture theatres there through the courtesy of the South Boston Citizens' Association. Near noon a wreath was placed on the monument on the Heights and the flag was run up. After the parade, open house, more welcome this year because of the storm, was held throughout the district with the Foleys, the Powers, the Hickeys and others receiving countless friends.

### Stormiest March 17 Since 1910

Considering the bitterness of the day, the slippery condition of the streets and that rush of the crowds into the Broadway station when the parade was over, it was remarkable that only two accidents occurred. Both casualties were policemen. Patrolman Harry Burns of the Dudley street station, on parade duty in South Boston, was riding in an automobile after the parade, that

collided with a truck. He sustained a possible fracture of the skull.

Harry LaCrosse, mounted officer of the Back Bay traffic division, was painfully hurt when thrown from his horse in front of 360 Broadway, South Boston. At the City Hospital, doctors found he had suffered concussion of the brain, a lacerated scalp and contusions of the right ankle. Against the advice of the hospital physicians, he departed for his home at 50 Sanborn avenue, West Roxbury, where his wounds were dressed.

Not since the memorable March 17th of 1910 when President Taft was guest of honor could residents of South Boston recall a 17th storm to equal yesterday's. Skies were overcast and winds were icy at 2:15 when Chief Marshal Edward M. Sheehy crossed the starting line in Edward Everett square and trotted forth on the longest line of march, 6.8 miles, ever attempted in a South Boston parade.

### March in Baby Blizzard

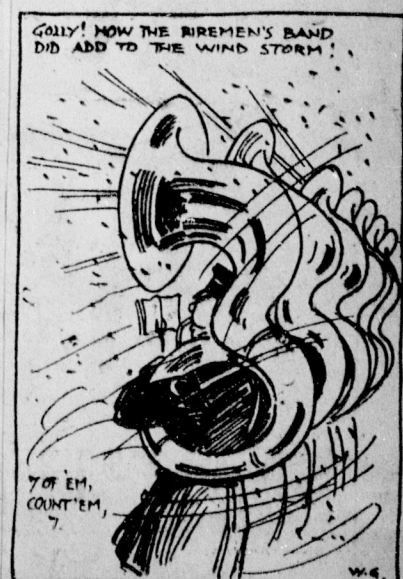
As his staff clattered down Columbia road and the 9th Coast Artillery band struck up a marching tune, light snow began to fall. When the head of the parade reached Dorchester street and set out for Andrew square it was almost a blizzard. Then snow gleamed on the great coats of the U. S. navy detachment and shone on the tea-green uniforms of the marines. Due to the fact that the regular army has not enough men in service around Boston

that branch of the service, for the first time, was not represented in a South Boston parade.

South Boston rose to cheer the members of the 101st Infantry, as the Old Fighting Ninth was remembered. It was the new National Guard army. The majority of the privates were children when the World war was fought, but the officers bore the stripes of A. E. F. service on their sleeves. The infantry men of the 101st had overcoats but battery C of the 101st Field Artillery walked without them and felt the lack of protection.

### Great Enthusiasm for Ely

With Andrew square passed and Dorchester street ahead, the going began to go bad. Car tracks and cobblestones were wet and the horses picked their way daintily. The 110th Cavalry went unflatteringly because the horses were sure footed, but a battery outfit had no



easy time with the caissons rumbling and twisting.

TRAVELER 2/19/31

# Richman's New Clothing Store in Hub Opens Today



Mayor Curley presents Charles L. Richman, president of the newly opened Richman Brothers Company, on Washington street, the key to the city. August Benson, vice-president and head designer of the clothing company, is at right.

## Firm Offers Full Line of Men's Fine Apparel at Popular Prices—President Richman Receives Key to City from Curley

Richman Brothers Company, pioneers in the direct from factory to wearer method of merchandizing, opened their first store in Boston this morning, presenting a most elaborate and unusual showing of men's and young men's clothes, fashioned after the latest modes with special appeal to men of all ages.

The store occupies a seven-story building at 496 Washington street at Bedford street and opposite West street, in the downtown shopping district. The large display windows and the interior of the store have been made over in the Richman manner, and contain every convenience for the proper display and sale of goods. Fixtures and display cases are of the latest type, and so arranged as to make it easy for the customer to satisfy his wants with leisure and comfort.

### STORE IS 60TH IN CHAIN

This Boston store is the 60th in a chain which reaches nearly every large city in the country, and the business of which totals many million dollars annually. Two high speed elevators carry customers to all floors in the Washington street store, of which 30,000 feet is given over to the display and sale of clothing. Men's and young men's suits are displayed on the street floor; men's conservative, stouts and slims, full dress suits and English walking suits occupy the second floor; the alteration department and general offices are on the third; top coats on the fourth; overcoats on the fifth and general stock room on the sixth.

"With a background of 'fair dealing' extending over a period of 78 years, Richman Brothers in the midst of the unsettled conditions of the past year, enjoyed one of the most successful years

in the history of the organization," said Charles L. Richman, president of the Richman Brothers Company, who arrived in Boston yesterday afternoon for the opening of this store. "Richman Brothers were the first to specialize in the manufacture and direct to consumer selling of men's clothing at the one price of \$22.50," he said. "We have been able to do this because we are one of the largest cash volume buyers of woollens and other textiles in the country, consuming over 4,000,000 yards of fine woollen and other textiles a year, and because of the output of our two great plants at Cleveland, which employ over 3800 stockholder workers."

### PUBLIC GIVEN CREDIT

"In our endeavor to give more quality, more style and more value we have proceeded with the theory that the public knows much more about quality, style and value than the clothing business generally gives them credit for. Consequently Richman Brothers have adhered strictly to the old-fashioned principle that honesty is the best policy. We have in our employ one of the world's foremost designers and fashion authorities, and a large corps of assistant designers. For while quality and value are the foundation stones on which Richman clothes are built, up-to-date minute correctness and style authentically are the super-structure."

With Mr. Richman in Boston for the opening today are the following factory officials: August Benson, vice-president and head designer; Harold L. Brown, vice-president and buyer of woollens; Carl Felder, vice-president and sales manager; William P. Junglas, vice-president in charge of all real estate which the company owns; Fred Schultz, assistant sales manager in charge of eastern division stores. The Boston store is under the management of James Mackin, a man of long experience with the Richman company.

GLOBE 2/19/31

## MANY AT W. ROXBURY STREET WIDENING HEARING

A public hearing on the petition for the widening of Beech st., West Roxbury, to a width of 26 feet, attracted a large number of residents of both the West Roxbury and Hyde Park sections of the street to the offices of the Street Commissioners at City Hall today. The gathering included persons for and against the widening. There was much objection from residents of one end of the street on the ground that the widening would mean the loss of large beech trees which now line the street. Other residents suggested that the street be reconstructed and newly surfaced instead of widened. The Street Board took the matter under advisement.

## INCREASE OF DEBT LIMIT CALLED UNWISE AT HEARING

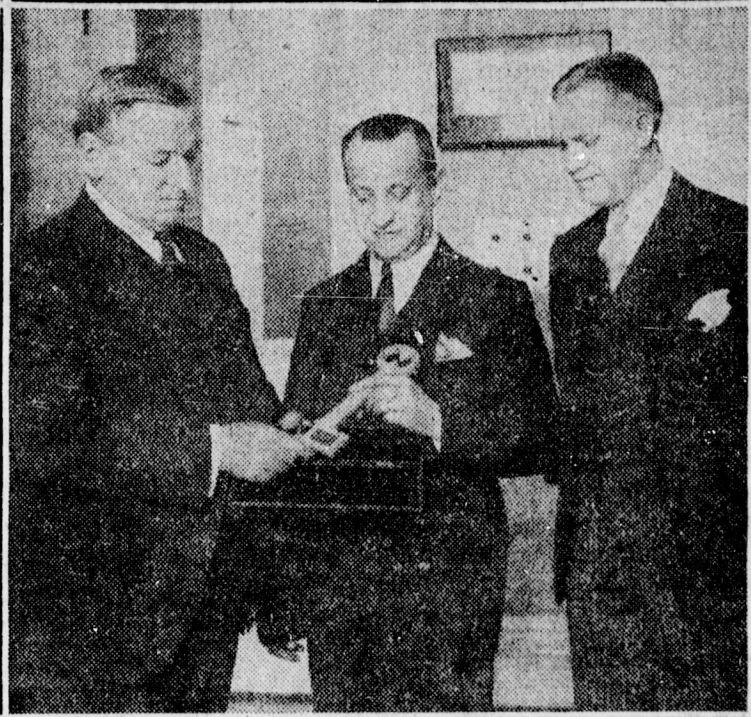
Mayor Curley's bill providing that the debt limit of cities and towns be increased from 2½ percent of their valuation to 3 percent was called "unwise" by Edwin D. Brooks of the Boston Real Estate Exchange yesterday when it came up before the Legislative Committee on Municipal Finance.

Mr. Brooks urged the committee to hold down the debt limits of cities and towns because "we are increasing our debt limits faster than our growth in population and wealth."

Corporation Counsel Samuel Silverman said that passage of the bill would give the city of Boston between \$9,000,000 and \$10,000,000 more with which to function.

Globe 3/19/31

## RICHMAN BROTHERS' PRESIDENT GIVEN KEY TO CITY BY MAYOR



LEFT TO RIGHT—MAYOR CURLEY, CHARLES L. RICHMAN AND AUGUST BENSON

Charles L. Richman, president of Richman Brothers, who this morning opened to the public their first Boston store for the retailing of men's clothing on a direct manufacturer-to-consumer basis, paid a visit to Mayor Curley at City Hall this noon and was presented a key to the city by His Honor.

Mr Richman was accompanied by August Benson, vice president and designer.

Mayor Curley welcomed the organization to Boston and Mr Richman informed the Mayor that the store opened today at Washington and Bedford sts is the 60th in a national chain of Richman Brothers' stores.

## CURLEY BACKS POULTRYMEN

A promise of support for the poultry and dairy business, made last January by Mayor Curley, bore fruit today when members of the New England Poultrymen's Association were his guests at a luncheon at the Chamber of Commerce.

Present were members of the city's commercial, industrial and publicity bureau and the committee appointed by the mayor to co-operate with the poultrymen.

This committee consists of Prof. Harold Rowe of Massachusetts Agricultural College, Prof. F. W. Waugh, director of the New England Agricultural Research Council, Leavitt C. Parsons, publisher of the New England Poultryman, Dr. Patrick H. Mullooney of the Boston health department, and John T. Scully and Thomas A. Mullen of the commercial, industrial and publicity bureau.

The mayor's promise was made on the closing night of the New England poultry show when he said that although \$20,000,000 worth of poultry products are sold in New England annually, only about one-fourth of it is raised here.

Plans for beating down competition from cold storage warehouses and encouraging people to eat fresh poultry products were discussed at the luncheon.

## Mayor Appoints 2 as Draftsmen

Mayor Curley today appointed Francis A. Mercer of Shawmut ave., South End, and William L. Crawford of Saratoga st., East Boston, draftsmen in the public works department at salaries of \$1800 a year.

AMERICAN

3/19/31

## POLITICS

Notes and Gossip  
About People  
You Know

### DOLAN FOR MAYOR

The boys who claim to be authorities on all matters political are now announcing that City Treasurer Edmund L. Dolan will be a candidate for mayor in the fall of 1933. Eddie is one of the most popular men ever associated with municipal affairs. He has a host of friends in all sections of the city and is head of the brokerage firm which bears his name. He is a real outdoor man and his favorite sports are golfing and yachting.

### "BABY" OF THE LOT

Stanton R. White, associate director of public celebrations, has the distinction of being the youngest city official of Boston. He has had much experience in the field of public celebrations and at present is preparing for Boston's observance of the battles of Lexington and Concord on April 19.

### 3 SHOW "ANGELS"

Three City Hall men are about to become amateur theatrical producers. They are "Bill" O'Hara, penal institutions commissioner, "Charlie" Manion, Mayor Curley's personal chauffeur, and "Jimmie" Tobin of the Mayor's office.

### HAS OWN MUSEUM

"Bill" Anderson, assistant secretary to Mayor Curley, has a most interesting museum in the cellar of his home in the Arborway which he calls "the Dugout." In it are curious and many unusual objects which he picked up in the course of his travels to far corners of the earth.

## Curley Gives Key to City to Richman

Charles L. Richman, president of Richman Brothers, who opened their first retail clothing store in Boston today, visited Mayor Curley at City Hall, this forenoon, and was presented with a key to the city.

He was accompanied by August Benson, vice-president of the concern. The store opened today is the 60th in the Richman chain.

## Mayor Curley Back at His Desk Today

Mayor Curley returned to his desk at City Hall today, having recovered sufficiently from the heavy cold which kept him at home the past two days. He immediately attacked a pile of official papers which had accumulated during his absence. His cold is not entirely gone, but the mild weather was a factor in his physician's decision that he might go out.

GLOBE 3/20/31

# SEES PENN IN CHECKMATE PLAN

## Curley Representative at Railroad Hearing

Corporation Counsel Samuel Silverman, appearing today for Mayor Curley at a hearing held by the Legislative Committee on Transportation on the railroad station, charged that the Pennsylvania Railroad intends to hold the New York, New Haven & Hartford Railroad as a checkmate over the New York Central in tapping this section of the country through its control of the Boston & Albany.

Mr Silverman contended that neither the Pennsylvania nor the New York Central cares anything about the development of shipping business through Boston and that, because of this alleged situation, Massachusetts should do everything possible to encourage greater competition for Massachusetts business from all the long haul carriers of the country.

This is especially needed, he went on, because of the situation which exists in New York city. Lines centering their business in that metropolis, he continued, go so far in their efforts to secure business from Massachusetts and other New England States that they offer free lighterage and in some instances free storage facilities to New England to ship through the port of New York, rather than the port of Boston.

"Moreover," he went on, "certain members of the Associated Industries of Massachusetts take advantage of this situation for the shipment of their goods through the port of New York. They get service free of charge, in some instances, a service given by the railroads at a loss, and furthermore, some of our traffic managers ship through the port of New York at a loss to the concerns for which they are working, because of certain circumstances which prevail in the larger city."

### Boston Port Advantages

The speaker then called attention to the advantages of shipment through the port of Boston as compared with New York, such as the absence of lighterage charges on account of the depth of the local harbor and of the lessened haul to European ports because of the geographical situation of Boston. He said that these considerations make it desirable for ocean shipping lines to do business with Boston.

The business, however, is not secured by reason, he said, of the situation described by him as existing in New York. He felt that every effort should be made to induce the Interstate Commerce Commission to require the imposition of lighterage charges in New York and he felt that if this were done a substantial amount of business would come to this port.

Mayor Curley was scheduled to appear before the committee, and Senator Conde Brodine, chairman of the committee, suggested that the Mayor attend next Wednesday, as the committee has a number of questions it desires to propound to him.

### New Haven Official Speaks

Arthur P. Russell, vice president of the New York, New Haven & Hart-

ford Railroad, giving additional testimony, said that the Pennsylvania directly and through its affiliated organizations, the Pennroad Company, owns more than 21 percent of the stock of the New Haven.

Mr Russell, questioned by Representative William H. Thomas of Quincy as to the wisdom of having the New Haven operated by the Pennsylvania and the Baltimore & Ohio, expressed the belief it would not be in the interests of the local carrier to have its business split between two roads.

Chairman Brodine announced that the Transportation Committee will give a hearing on the question of the New England railroad situation in Worcester Thursday next, and in Springfield Friday. In both cases the proposal to have motor trucks placed under the supervision of the Department of Public Utilities will also be taken up. In addition, a part of the Worcester hearing will be devoted to the grade crossing problem in that city.

## TRAVELER 3/20/31 CURLEY TO SPEAK IN HYDE PARK

The annual ladies' night of the Hyde Park Board of Trade, Inc., will be held Monday night in Current Events hall, with a banquet and entertainment, with Mayor Curley as guest speaker.

President Thomas E. McMahon heads the general committee with former President Ivory H. Morse, chairman of the reception committee, assisted by C. Thomas Griffiths, W. Peterson, John A. Kiggen, George W. Earle, John W. McMahon, George E. McLeod, John F. Rooney, Benjamin L. Schwalb, M. L. Olson, W. Hawley, F. Peter McGrath, S. Osborne, William J. Downey, Francis W. Darling, Peter J. Murphy, Walter Sawin, Martin Riley, Charles Maxwell, Joseph Chisholm, Patrick W. Mella, James A. Watson, Benjamin Wateman, George Desmond, Frank Morrison, Samuel Gelewitz, Philip P. Coveney, William J. Davis and Capt. John J. Hanrahan.

Other committees include Frank Morrison and George Desmond, printing; Charles Maxwell, decorations; William J. Davis and Benjamin L. Schwalb, publicity; C. T. Griffiths and J. F. Rooney, hall; President McMahon and P. W. Mella, entertainment; Terrence J. O'Donnell, tickets; George Peterson, M. L. Olson, G. McLeod and C. T. Griffiths, refreshments, and James A. Watson, speaker.

## Curley Is Honorary President of Club

Mayor Curley has received notification that he has been elected honorary president of the Greater Boston Club of Chicago, of which Harry J. Dooley, former Democratic candidate for lieutenant-governor here, is president.

GLOBE 3/21/30

# PERPETUATES MEMORY JAMES M. CURLEY JR

## Bostonia Court, M. C. O. F., Named for Him

The memory of James M. Curley Jr., whose sudden death brought to an end efforts which he was making to have Bostonia Court, M. C. O. F., one of the largest and most prominent courts in the order, has been perpetuated by the action of its members in voting to change the name of the court to "James M. Curley Jr Court 285."

This action, taken at a meeting of the court, which was attended by about 800 members, has been approved by the high standing committee of the M. C. O. F., and the change has become effective.

In January, 1930, James M. Curley Jr formed the court, and at that time 192 members were admitted to the organization and the new unit was named "Bostonia Court." This was the largest number of members ever initiated into any court in the order at one time. Young Curley was elected chief ranger.

This court was formed with the primary idea of an appeal to young men and women. A large percentage of the members were out of college a few years and the average age was 23 years.

Up to the time of his sudden death James M. Curley Jr worked hard to make the new court the largest in the State. It grew until it had a membership of 700. Even though he had been succeeded in his position as chief ranger, the influence of Mr Curley was felt in the court and he was its moving spirit.

Social affairs were arranged which were the topic of discussion among all Foresters in this part of the country, and the "new blood" in the order made itself felt conspicuously.

And then came his death.

Bostonia Court carried on, and the membership has mounted until now it is more than 800. But always there was the desire on the part of those in the court in some way to perpetuate the memory of the young man who had been their leader and the movement to change the name of the court gained headway.

Changing the name of a court from its original designation is rarely done. The sentiment for the change being practically unanimous, it was finally put into effect by acclamation.

Before the name of the court was changed Mayor Curley was consulted in the matter and gave his approval. This action on the part of the Mayor was most significant as he had been requested by many organizations to allow some expression of regard to be made by naming libraries and other buildings after his son but had declined all such requests. He felt that the members of "Bostonia Court," however, were entitled to pay his son the honor.

# Mayor Curley for More Competition in Railroads

**Might Even Favor Canadian Lines Coming to Boston.  
Corporation Counsel Silverman Declares at  
State House Hearing**

Representing Mayor Curley, Samuel Silverman, corporation counsel for the city, appeared before the legislative committee on transportation today at the State House and urged stimulation of competition among the railroads of Massachusetts and New England, because, he said, "a struggle for business builds up business."

## WELCOMES COMPETITION

Atty. Silverman was before the committee in connection with its investigation of holdings in Massachusetts railroads by outside interests. He declared that Mayor Curley believes that the more railroads competing for business would be a benefit to the port of Boston. He even went so far as to declare that he did not believe the mayor would object to the two Canadian railroad lines coming into Boston.

He said: "If the Van Sweringen interests, the Baltimore & Ohio, and the Pennsylvania were all here, there would be a real fight and business would be built up. Undoubtedly some of the traffic would be sent through the port of Boston."

He declared the Pennsylvania railroad holds on to the New Haven railroad while the New York Central holds on to the Boston & Albany, "not to build up the port of Boston and help us, but just because there is some kind of a fight between these two roads not to develop competition, but to check each other."

Referring to traffic going through the port of New York, rather than through the port of Boston, Silverman said that President John J. Pelley of the New Haven was right when he asserted that the shipper controls the situation.

## FAVORS IN NEW YORK

"But we all know," he said, "why the shipper goes through New York. The railroads are making it more comfortable to ship through New York. They are giving gratuities and favors and that's why in Massachusetts a lot of the industries are shipping through New York. They are getting certain services in New York free of charge. That is my answer to the New England Council as to why 65 to 70 per cent. of the traffic is going through the port of New York."

"These gratuities include free lighterage, storage facilities at no cost and car floatage at no cost. In Boston we don't need lighterage because ships come up to the piers, but in New York they do it."

"These are the reasons why shippers are being driven to New York, and we are trying to have it arranged so that the railroads will charge for their services. Other reasons involved are that main offices of some of our industries

are in New York and the banking interests that control them are there. Some manufacturers will not ship from here because there are not enough ships here. We want to get some of these ships to come here. We have assurances of shipping lines that if it were possible to get the business they would like to come to Boston. The shipping lines are anxious to come to Boston. We have better facilities, a better harbor and are a day nearer than the port of New York."

Silverman referred to the fight over differentials and declared that while the Massachusetts Legislature has no authority over this situation, its transportation committee could mould public sentiment with reference to the railroads.

## AS TO CANADIAN ROADS

Asked by the committee if the mayor had given consideration to bringing the two Canadian railroad lines into Boston, Silverman replied: "I don't think he has considered that, nor have I, but I understand him to feel that it doesn't matter who comes in as long as they do come in and get into the fight for the business."

When Silverman went before the committee today he explained the mayor did not appear because he felt he could not talk owing to the condition of his throat, but that the mayor did not feel that the statement he (Silverman) made to the committee sometime ago fully represented his views.

Senator Brodhead of Revere, chairman of the committee, told Silverman the committee would like to hear the mayor give his views personally and asked if the mayor could appear next Wednesday. Silverman said he would convey the message.

The first witness of the day was Arthur P. Russell, vice-president of the New Haven railroad, who brought to the committee information requested at previous hearings. This included the names of the companies that have gone to make up the New Haven system, the ownership of stock in those companies and information as to the amount of freight consignments to Boston from the Pennsylvania railroad over the New Haven. As to this, Russell said that such consignments amounted to very little and he didn't know whether they were for export or for local consumption. He said that Jay Cook, a director of the Pennsylvania railroad and of the New Haven is a New York broker.

## WOULDN'T AFFECT BOSTON

Russell said there is no material competition between the New York Central and the New Haven as allied with the Pennsylvania and that Boston would not be in the slightest way affected if the Boston & Maine and the New Haven were consolidated.

When the hearing closed for the day, Chairman Brodhead announced another hearing would be held here next Wednesday; that a hearing would be held Thursday in Worcester to consider grade crossings, the truck bill which

proposes control of trucks by the public utilities department, and also to consider railroad consolidation; and on Friday a hearing would be held in Springfield on railroads and trucks.

GHOBIE 3/20/31  
**CITY OF BOSTON FLAG  
GIVEN FRENCH LINE**  
**Str. France to Come Here  
First Time Tomorrow**

A large flag of the city of Boston flag was presented this noon by Mayor Curley to H. Ainsley Highman, general agent of the French steamship line, and tomorrow morning the flag will be raised in connection with exercises featuring the docking of the steamship France in Boston for the first time. The France will ply between New York and France and stop at this port.

Present in the Mayor's office at City Hall today, when agent Highman received the flag for the line, were Frank S. Davis, manager of the maritime bureau of the Boston Chamber of Commerce, and Thomas J. A. Johnson, the city greeter and member of the Port Authority.

The France will dock at Commonwealth Pier, South Boston, at 10 a.m. tomorrow and Gov. Ely and Mayor Curley, through whose efforts the French Line has made Boston a regular port of call will take part in the program marking her initial arrival here. The 32,000 ton steamship will be accompanied down the harbor by a fleet of fireboats and planes. There will be a band concert at the pier.

TRANSCRIPT 3/20/31  
**Mayor Curley Gives  
\$100 to "Y" Fund**

Approximately one-third of his weekly salary, which he said he fortunately drew as he left City Hall, was contributed by Mayor Curley in the form of five new \$20 bills to the Boston Young Men's Christian Association's budget drive for \$139,000 this noon at the Boston City Club at the conclusion of his address at the third report meeting of the campaign. Aside from the mayor's gift, the total of contributions reported today was \$18,596.75, which brings the total for the three days of the campaign to \$36,186.25.

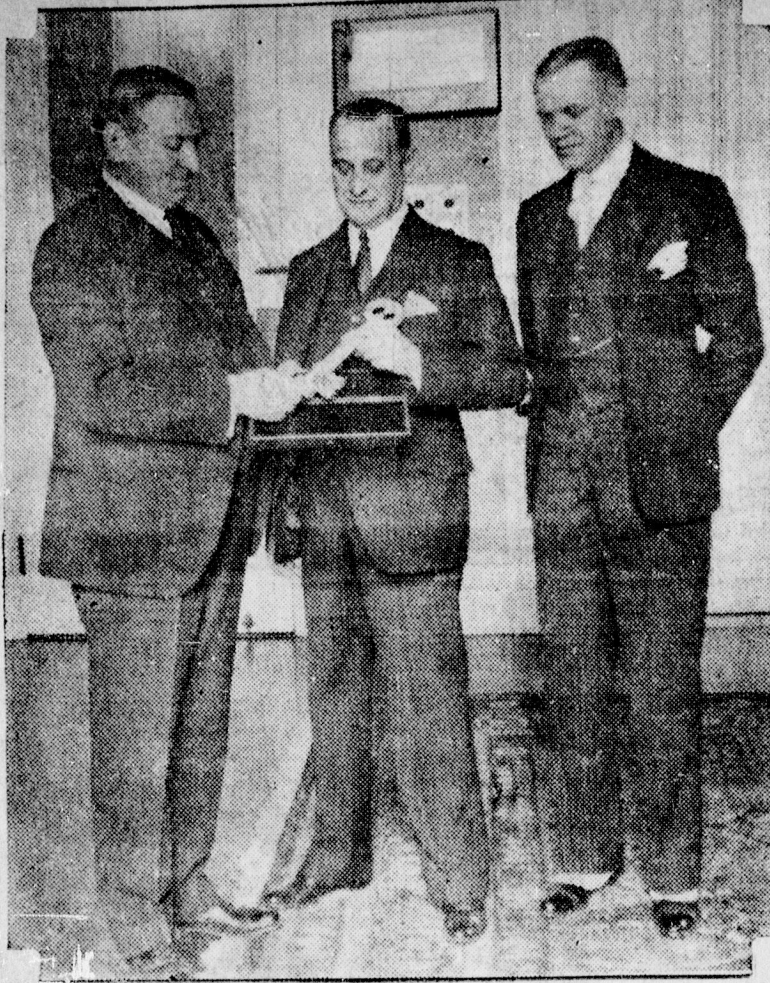
The mayor in his address told his listeners that the valuable thing to remember is that it is "not what we accumulate, but what we give away," that counts. He pointed out that the stronger the support, the greater will be the advancement of the Y. M. C. A. and as it grows the greater it will become as an exterminator of lawlessness and crookedness. He told the workers that it was their responsibility to hand over to the Americans of tomorrow a better country.

Mayor Curley paid tribute to William J. Davidson, leader of the campaign and president of the Great Atlantic & Pacific Tea Company.

A record was set by Division E when each of the eight teams reported \$400 or more for the day, for a total of \$3263.75. The high team of the day was team 14 in Division B, captained by John W. Drake, with \$1951.

HERALD 3/20/31

## CURLEY GIVES RICHMAN KEY TO CITY



Mayor Curley presents Charles L. Richman, president of the newly-opened Richman Brothers Company, on Washington street, the key to the city. August Benson, vice-president and head designer of the clothing company, is at right.

## Every Floor of Richman's Clothing Store Thronged as Place Is Opened

A great throng of people was on hand yesterday morning for the opening of the Richman Brothers Company store occupying a seven story building at Washington and Bedford streets, the 60th in a chain extending well across the country and the first Richman store to be opened in New England.

With the opening of the doors people flocked to every floor. Sales during the morning hours set a record unprecedented in Richman "first openings." Two high speed electric elevators recently installed proved their worth during the early rush hours by carrying hundreds of people from floor to floor. Other conveniences for the display and sale of goods installed under Richman supervision, together with an augmented sales force, were put to a severe test in catering to the wants of people who came into the store on opening day.

Richman Brothers Company specializes in the manufacture and sale of clothes for men and young men which retail at one price of \$22.50. They have two large factories in Cleveland, employing nearly 4000 men and women, all of whom are stockholders in the firm. They are also one of the largest users of high grade wools in the country.

most of which is manufactured in New England. The Boston store is well located and has the advantage of light on two sides. The great display windows have been remodeled after the Richman manner, allowing the attractive showing of clothes. The interior of the building has also been remodeled by Richman Brothers and they have left nothing undone to please and assist the customer in making an easy selection of a suit or overcoat.

Charles L. Richman, president of the Richman Brothers Company, who came to Boston from the headquarters in Cleveland to be present at the opening, was presented a key to the city at City hall yesterday noon by Mayor Curley, who also extended to him his best wishes for the success of the store.

Globe 3/20/31

## MAYOR CURLEY AT LUNCHEON

### Contributes \$100 to Fund for Y. M. C. A.

Several features marked the third report luncheon of the canvassers of the Y. M. C. A. in their drive for \$139,000 to balance the budget for this year, which was held in the City Club this noon.

For the first day the total exceeded that of a corresponding day a year ago. The sum of \$18,696.75 in new donations was reported today, bringing the total to \$36,286.25. The two previous days reports had been under the reports of last year.

The next feature was the presence of Mayor Curley, who made his first address before a public audience since his recent sickness and his donation of \$100 to the fund.

The Mayor expressed his pleasure in being present with the workers in their day of victory. He commented on the fact that during his sickness he had been able to read two books from which he gathered considerable information for thought.

The Mayor gave some inspirational remarks urging the workers to go on and complete their task. He then remarked he had just received his pay before leaving City Hall and took from his pocket five new \$20 notes and presented them to William J. Davidson commander-in-chief of the drive.

Division C, of which A. P. Everts is general and F. H. Smith, lieutenant general, was the highest division today with \$4381. Team 7 of Division A, of which Walter E. Queen is captain, reported the most new subscriptions, 68 and team 37 of Division E was high team with the most new money. Capt Lee H. Brown is the captain.

The next luncheon meeting will be held Monday in the City Club.

TRAVELER 3/20/31

## MAYOR CURLEY TO ADDRESS MAYORS

Mayor Curley will talk on "Finance Relief of Cities" at the luncheon of the Massachusetts Mayors' Clubs, to be held at 1 P. M. tomorrow in the Parker House. Mayor Bates of Salem, president, will be in the chair.

Post 3/20/31

## MARINE PARK PIER CONTRACT AWARDED

For the replacement of the pier at Marine park, South Boston, Mayor Curley yesterday approved the award of the contract amounting to \$66,979.50 to the Marine Company of East Boston. This firm entered the lowest of the 13 bids submitted to the Park Commission, which ranged as high as \$760,587, the figure asked by W. H. Ellis & Son Company.

At the same time the Mayor approved the action of the Park Commission in appointing Joseph P. McGann, architect, to draw plans for the \$50,000 ante-lope house at the Franklin Park zoo, and the \$25,000 locker field house at Billings, Field, West Roxbury.

POST 3/20/31

# Mayor Lauds Richman as New Store Opened



MAYOR AT NEW RICHMAN STORE

Photo shows Mayor Curley at the opening yesterday of the new store at Washington and Bedford streets. Left to right, the Mayor, President Charles L. Richman of the company receiving key to the city, and August Benson, vice-president.

Charles L. Richman, president of the Richman Brothers Company whose 60th store opened yesterday, in Boston, was officially greeted and welcomed to Boston yesterday afternoon by Mayor James M. Curley who presented a key to the city to Mr. Richman. Accompanying Mr. Richman were August Benson, vice-president and head designer, and James H. Mackin, manager of the new Richman Bros. Co. men's clothing store at Washington street, corner of Bedford.

Mayor Curley lauded the Richman Bros. Co. for its foresight and initiative in bringing the 60th of its national chain of \$22.50 men's clothing stores to Boston and expressed his hope that they would meet with much success.

With Mr. Richman in Boston for the opening are the following factory officials: Harold L. Brown, vice-president and buyer; Carl Felder, vice-president and sales manager; William B. Junglas, vice-president in charge of all real estate properties of the company; August Benson, vice-president and head designer; Fred Schultz, assistant sales manager in charge of the Eastern division's stores.

## Chicago Club Makes Curley Honorary President

Mayor Curley last night received notification that he had been elected honorary president of the Greater Boston Club of Chicago, of which Harry J. Dooley, former Democratic candidate for Lieutenant-Governor here, is president.

The communication, which was signed by Vice-President Walter L. McMenimen, stated: "At the last meeting of the Greater Boston Club, I was appointed a committee of one to welcome you to our numbers and to confer upon you the degree of honorary president. Even though we have left the city of Boston, yet we still maintain a deep love and veneration for her traditions and memories."

HERALD 3/20/31

## FIGHT OVER STREET IN WEST ROXBURY

More than 100 residents of West Roxbury and Hyde Park yesterday appeared before the street commission in the crowded hearing room at City hall and battled for an hour over the proposed widening of Beech street, which would remove the trees after which the road was named.

Residents from the Hyde Park half of the mile-long street reported they were unanimously in favor of the widening which would make the street 26 feet wide and provide five-foot sidewalks on each side. But the owners of single houses on the West Roxbury end protested that widening would invite traffic and consequent danger to the school children.

Among the spokesmen addressing the hearing were City Councillors Joseph P. Cox of West Roxbury and Clement A. Norton of Hyde Park, with Paul Canty, representing President Gaspar G. Bacon of the state senate. After hearing all the arguments, Commissioner John J. O'Callaghan announced that the board would have to take the matter under advisement.

GLOBE 3/20/31

## GRANTS \$1200 FOR EDWARDS' SERVICE

Mayor Curley announced last evening that he has approved the expenditure of \$1200 by the public celebrations department of the city to assist veterans of the Yankee Division in arranging memorial exercises in memory of Maj Gen Clarence R. Edwards.

The exercises will be held at the Boston Garden on Sunday evening, April 5.

## MAYOR NAMES MCGANN

### FIELD HOUSE ARCHITECT

Joseph P. McGann was appointed yesterday by Mayor Curley as architect for the field house to be erected at Billings Field, West Roxbury, and the new animal house at the Franklin Park Zoo.

The field house will cost \$25,000 and the animal house \$50,000. Both buildings will be built under the direction of the Park Department.

## BOSTON CLUB OF CHICAGO

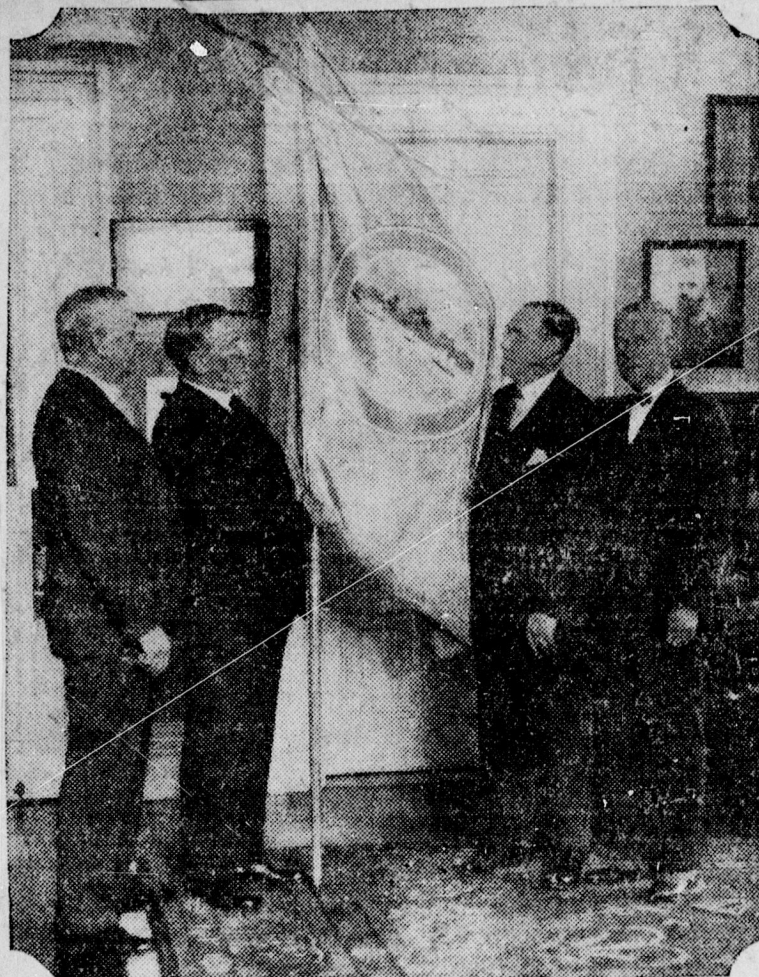
### HONORS MAYOR CURLEY

Mayor Curley said last evening that he had received word from Chicago that he has been made honorary president of the Greater Boston Club of Chicago. Harry J. Dooley is president of the club and John H. Ward secretary.

The message with the new honors for the Boston Mayor came from Walter L. McMenimen. All are former residents of Boston or vicinity.

TRAVELER 3/21/31

## Hub Flag for France



H. Ainsley Highman, agent of the French line, accepting from Mayor Curley the flag of the city of Boston which will be added to the collection of flags on the 32,000-ton steamer France sailing from Boston today. In the group, left to right, are Frank S. Davis of the Maritime Association of the Chamber of Commerce, Mayor Curley, Mr. Highman and Thomas J. A. Johnson.

## FLAG OF CITY GIVEN TO LINER

### Mayor Curley Makes Presentation to Steamship France

Mayor Curley, his daughter Mary and sons George and Frank, today presented a flag bearing the seal of the city of Boston to the steamship France of the French line. The craft arrived here from New York to take on 50 passengers.

The presentation was made in the presence of steamship and city government officials on the forward deck. Mary Curley hoisted the flag to the foremast head as movie and newspaper cameras clicked, while Mayor Curley talked to Capt. Burosse. Jean Tillier of New York, general manager of the line, was present at the exercises. A buffet lunch was served in the dining room.

As the ship went down the channel two fireboats threw streams of water in salute. The France is the first vessel of the French line to come here this season, and is the largest vessel to take on passengers here as well.

Globe 3/21/31



MAYOR CURLEY SPEAKING ABOARD THE LINER FRANCE  
The City of Boston flag is shown in the foreground. Left to Right—H. A. Hingman, M. John Tillier, Leo Curley, Mary Curley, George Curley, Mayor Curley; and, at right, Capt George Burosse of the France.

## CURLEY PRAISES "Y" DRIVE COMMANDER

Mayor James M. Curley paid a glowing tribute to William J. Davidson, commander-in-chief of the Boston Y. M. C. A. budget balancing canvass, when he addressed the 400 canvass workers at their third report luncheon at the City Club yesterday noon.

He referred to Mr Davidson as a typical American of the type portrayed in Booth Tarkington's novel, "The Plutocrat," who devoted the latter years of his life in the intelligent distribution of the material benefits which he had accumulated in his early days. Mayor Curley stressed that it is the obligation of this generation to pass on to the next generation, through the Y. M. C. A. a better America than the one in which they were born.

Much encouragement was felt among the workers at the \$18,596, almost twice the report of any previous day of the canvass, which was turned in yesterday. A total of \$36,186 has been reported to date toward the canvass goal of \$139,000. Report luncheons will continue through next week, the next meeting of the workers being Monday noon at the City Club.

## WILL BREAK GROUND FOR TUNNEL MONDAY

### Mayor Curley's Son to Turn First Spadeful

Ground will be broken for the traffic tunnel to East Boston at 1 o'clock next Monday afternoon at Liverpool and Decatur sts, East Boston. The first spadeful of earth will be lifted by Francis Curley, 7-year-old son of the Mayor. There will be a band concert and Mayor Curley will make an address.

Members of the Legislature, Boston City Council, Boston Chamber of Commerce, the Real Estate Exchanges, and the social, civic and business organizations of East Boston have been invited to attend.

Silas Mason of the contracting firm which was awarded the contract for building the first section of the tunnel said yesterday that he would buy the materials to be used in Boston.

TRANSCRIPT 3/21/31

## Lindberghs Asked to Be City Guests

Colonel Charles A. Lindbergh and Mrs. Lindbergh were invited by Mayor Curley yesterday to be guests of the city during the national convention of the Sojourners to be held in Boston, June 18-20. Membership is restricted to members of the Army, Navy and Marine Corps who are members of Masonic fraternities. Colonel Lindbergh has been chosen a delegate from St. Louis chapter.

# SS FRANCE INAUGURATES NEW SERVICE FROM BOSTON

Another direct-from-Boston transatlantic service was inaugurated this afternoon with the sailing of the steamship France from this port on a Mediterranean cruise. The sailing was made the occasion for an appropriate celebration. Mayor James M. Curley spoke. Pres Tillier of the French Line responded. Miss Mary Curley raised the flag of the city of Boston over the liner. Members of the City Government, the Port Authority, the Chamber of Commerce and the Maritime Bureau were present, and the sailing was generally hailed as another long step forward for the port of Boston.

There were more than 2000 present to witness the ceremony, which took place on the forward deck of the France, tied up at Commonwealth Pier. A large group of Bostonians and New Englanders joined the cruise at this port.

A service direct to France from this port has long been in prospect, and after several conferences with Mayor Curley and officials of the port of Boston, the French Line announced recently that it would make Boston a port of call at specified times. The France, it was announced, would make her first sailing out of Boston today. The decision to sail out of Boston, once it improves the business of the port materially, was particularly gratifying to Boston, and to appropriately mark the occasion, the celebration was held this morning aboard the ship.

## Port Officials Extend Greetings

The France arrived at Commonwealth Pier shortly after 9 o'clock, and upon its arrival officials of the port of Boston came aboard to extend their greetings to the captain and to M. Tillier, president of the French Line in the United States, who came from New York with the ship. The band of the Cecil W. Fogg Post, A. L., led by Emmet O'Brien, played French and American airs until the time for sailing.

At 10:45 Mayor Curley came to the pier with his daughter, Mary. They were greeted by M. Tillier and by H. Ainsley Highman, general agent of the French Line in New England, and escorted to the forward deck, where the Mayor presented to M. Tillier a large silk flag of the city of Boston. The band played the "Star Spangled Banner" and the flag was raised over the ship and formally accepted by the line.

Mayor Curley told the representatives of the line, the large list of guests and the crowd of spectators that he was extremely pleased on behalf of the city of Boston and in the name of its citizens to present to the French Line the flag of the city in the hope that it would be accepted as a token of the good will of the city and that it might bring good luck to the ship.

## Praises French

"I am pleased to present this flag to a ship named in honor of one of our sister republics," said the Mayor.

"It is always a source of much pleasure for an American citizen to participate in any function that calls for the promotion of more friendly relations between the American Republic and the Republic of France, for, after all, to the French Republic and to the French people, we owe in a large measure our liberty and freedom, and likewise to the American people the French Republic owes, perhaps, its very existence. A short 13 or 14 years ago, the Americans came to the aid of the French at a time when France was being bled white by the great war.

"The city," said the Mayor, "rejoices at the indication of good will in the visit to Boston of the best steamer in the entire line. The city rejoices that so many of its citizens have booked passage on the line out of Boston and it is particularly pleased to know that this is but the first of a regular schedule of sailings out of this port." He extended his sincere good wishes to the line and to the captain.

Mr. Tillier responded by expressing his gratitude to the city of Boston and his pleasure in accepting the flag of the city. The first time the line came into Boston, he said, it came in by airplane from the Ile De France, inaugurating a ship-to-shore mail service. The second time, he said, the line came to the city with the steamship Rochambeau to take the American pilgrims to Rome and Tunis. Both of these experiences, he said, had been pleasant for the French Line and now he was pleased to announce that the line would come regularly to Boston to embark passengers and to make it a regular port of call.

## Link Between Republics

The new service, he said, would be but another link between the sister Republic of France and America and he expressed the hope that it would result in bringing their relations closer every year.

Present at the celebration were Elliot Ware and Richard Parkhurst of the Port Authority; John T. Scully and Thomas A. Mullin of the Port Promotion; Emil Coulon, Georges Doriot of the Harvard School of Business Administration; Frank C. Church, Providence agent of the French Line; Clement Norton of the City Council, superintendent of the pier; W. H. Brennan, manager of the Boston Symphony; W. W. Lufkin, collector of the port of Boston; Dudley Harmon of the New England Council; C. E. Spencer of the First National Bank; E. W. Goodwin of the Boston & Albany Railroad; Asst. Surveyor Mann; W. O. Wright of the Boston & Maine Railroad; A. E. Seaver of the N. Y., N. H. & H. Railroad, and Frank S. Davis of the Maritime Bureau of the Boston Chamber of Commerce.

A buffet lunch was served for the guests in one of the private suites of the France. The 32,000-ton steamship was accompanied down the harbor by a

fleet of fireboats, all sounding their whistles and spouting water, while the Cecil W. Fogg Post band serenaded her from the dock with concert and airplanes from Boston Airport circled above her, sending their roaring bon voyage.

The France is making the last of a series of three Mediterranean cruises. The ship will call at Vigo, Casablanca, Gibraltar, Algiers, Tunis, Naples, Monaco, Marseilles.

## Tufts Students Sail

Spring vacation will be quite a long and extended affair for at least five students at Tufts College, who were among the passengers upon the liner. The five, all but one a member of the Alpha Tau Omega fraternity, known about the campus as Larry Brown's Band, have made many appearances around the hill in the past, and last Summer made two trips to Europe and spent some time abroad.

While their campus friends are shivering in the chill breeze of a New England Spring, the five, Richard B. Cooper of Somerville, Harold Swindells of Fall River, A. Ellsworth Reynolds of Lynn, Irvin J. Wilkinson of Lawrence and Thomas J. Reese of Philadelphia will make trips to Rabat, Carthage, Pompeii, Mt. Vesuvius and Monte Carlo. From Marseilles they will proceed to Paris, where they will stay two days, and then go to Havre, where they will embark for home on the motorship Lafayette.

Bostonians who sailed were:

Mr. and Mrs. Arthur L. Young, Mr. and Mrs. J. L. Morrison, Mr. and Mrs. Harold S. Taylor, Daniel F. Jones Jr., Baden Garceau, Mr. and Mrs. F. J. Driscoll, F. Murray Forbes, Miss Dorothy Forbes, Miss Alice Ellsworth, Mrs. Leonard Swain, Miss D. Weaver, Mr. and Mrs. Harry G. Gibbs, Frederick B. Tuttle, James Normile, Miss Margaret O'Connor, Miss Ethel Turner, Mr. and Mrs. William C. Gregory, Miss Theresa Speiseder, Mrs. Arthur Lane, Miss Jeanette de Voe and Miss Ethel L. Lucy, all of Boston.

New Englanders who sailed were J. J. Storey, John Freeman, Mrs. Earle Brown, Miss Nancy Brown and Earle Browne Jr., Worcester; Mr. and Mrs. Alfred Climon, Salem; Mr. and Mrs. Ira H. Morse, Lowell; Mr. and Mrs. T. B. Akin, New Bedford; Mrs. E. W. Moore, Mrs. B. Pope and Miss C. Conant, Concord, Mass.; Mr. and Mrs. James P. Wood, Mr. and Mrs. John W. Knowles, Miss Shirley Knowles, Mr. and Mrs. Foster Davis, Mr. and Mrs. A. Howard Swanson, Mr. and Mrs. Byron V. Richards, Mrs. Harrington Huntoon, Mrs. S. M. Nicholson, Mrs. H. S. Lampher and Gordon Parker, Providence; Mr. and Mrs. Frank Marshall, Mr. and Mrs. William M. Ingraham, Portland; Miss Julia G. Kellogg, Miss Laura C. Kellogg, Col. James W. Gilson, David R. Post and Robert W. Dwyer, Hartford, Conn.

AMERICAN 3/21/31

## PUTTING BOSTON'S EMBLEM ON THE PEAK



CAPT. GEORGE BUROSSE MAYOR CURLEY

MISS MARY CURLEY

Capt. Burosse of the French liner France with Mayor Curley and his daughter ready to hoist the flag of Boston on the ship on its arrival

today. The ceremony was to celebrate the inauguration of the new transatlantic service. (Staff photo.)

## MAYOR CURLEY GREETES LINER

The City of Boston through Mayor James M. Curley today officially recognized the visit of the steamship France, one of the largest of the French fleet, and the inauguration of French line service here.

Mayor Curley welcomed the liner and after fitting musical exercises to the presentation of the official flag of the city to the commander, G. Durosse, Miss Mary Curley, the mayor's daughter, did the honors in assisting the hoisting of the banner to the foremast head.

City and state officials, as well as the entire membership of the Port of Boston, and collector of customs, W. W. Lufkin, attended

the ceremonies. Coming from New York en route to Mediterranean ports, the France had on board 600 passengers. She picked up 100 more in Boston and sailed at noon with Vigo, Spain, her first port of call.

Because of the recognition by officials of the French Lines of the importance of Boston as a port of call, Mayor Curley returned the honors today by extending the civic and city hospitality.

## Curley Cheered by 'Y' Drive Workers

Mayor Curley was cheered by 250 workers in the Y. M. C. A. \$139,000 drive when he contributed \$100 in cash at the City Club, at the conclusion of his speech before the workers.

With Mayor Curley's contribution included, the amount announced for the day was \$18,636.73 and the grand total for three days \$36,285.25.

## TRANSCRIPT 3/21/31 More Land Bought for City Golf Links

Purchases of 888,440 feet of land in West Roxbury and Hyde Park, approved by Mayor Curley, at a total cost of \$18,183.71 brought the total expenditure for nearly 7,000,000 feet acquired for the municipal golf course to \$143,183.71. The appropriations for the project thus far aggregate \$500,000.

From Harvard University the city purchased 369,208 feet for which \$7642.61 was paid; from the Dorchester Second Church, 7690 feet for \$3949.52; from A. P. Blake, 175,263 feet for \$2630.01; from Edward H. Bonelli, 137,078 feet for \$2837.51 and 5993 feet for \$124.06.

Mayor Curley declared that no additional land will be acquired and that the golf course, when completed, will be one of the finest in the country.

TRANSCRIPT 3/2/31

## Mayor Presents City Flag to French Line



(Transcript Photo by Frank E. Colby)

### Reception to Steamship France on First Visit

Left to Right—Commander G. Burosse, Mayor Curley, Miss Mary Curley, Jean Tillier and Leo Curley

ON the occasion of her first visit to this port steamship France, 30,000-ton cruise ship of the French Line, was given a warm welcome by city and port officials at Commonwealth Pier, South Boston, prior to her sailing at noon today for a thirty-day Mediterranean-Moroccan cruise. The pleasant weather brought thousands to the pier, lending a gala appearance to the sailing. Mayor Curley was the principal guest of many invited to attend a reception aboard ship. He arrived at 10.45 accompanied by his daughter Mary and his two sons Paul and Leo and they were played aboard by the Cecil Fogg Post American Legion Band, which had been entertaining visitors to the ship since her arrival at 8 A. M.

The mayor and his family were welcomed aboard by Commander G. Burosse, master of the France; Jean Tillier, president of the French Line in the United States, and H. Ainsley Highman, New England passenger manager of the line. A rather humorous twist was given the ceremony when a three blast salute from the powerful steam siren high on the foremast, sent showers of condensed steam down on the heads of the gathering and dispersed the band in the middle of a selection. Other guests accompanying the mayor included Clement A. Norton, superintendent of Commonwealth Pier; members of the Boston Port Authority, and Thomas A. Mullen and

J. Philip O'Connell, attached to the city's publicity and celebrations committees.

Commander Burosse was the recipient of a flag of the city of Boston presented by Mayor Curley, and hoisted to the foremast of the liner by Mary Curley as the band played the national anthem. The presentation was made on the forward deck amidst a large gathering of visitors and a battery of newspaper and newsreel photographers. Mayor Curley stated that it was with extreme pleasure that on behalf of the citizens of Boston he was presenting to the French Line, a flag of the city bearing a seal of the municipality as a token of good will and good luck for the ship named after our sister nation which figured so largely in the foundation of our country. Later the band played the Marseillaise and other French airs.

"To the French people we owe to a larger measure than any other nation the establishment of American liberty of this country, and to us was given the privilege of our sister nation in distress during the World War. When France had been bled of her young manhood fourteen years ago, America in the same respect recognized her obligation to France and paid 100 per cent, binding even closer together two friendly nations. We now rejoice that we are able to welcome to Boston one of the best steamers in the French Line service and hope that the anticipated regular services from this port may become a reality."

Mr. Tillier replied that it is with a feeling of hope that the present relations with Boston continue that he thanked the mayor for his expression of friendship toward the French nation. "Twice before we have visited your city and both times they were pleasant and profitable contacts," he said. The first visit was the arrival at the Boston Airport of the plane catapulted from the deck of the steamship Isle de France, opening the first ship-to-shore mail service at his port. The second visit was the arrival of the Rochambeau to embark a large pilgrimage to Rome. On both of these occasions we have been heartily welcomed to Boston, and we are looking forward to frequent visits in the future and hope soon to open a regular direct service from this port," he said.

Mr. Tillier then addressed Commander Burosse and placed the city flag in his care, stating that he hoped the France would be as worthy as the city which presented it. Mayor Curley conveyed to the captain wishes of bon voyage on behalf of the city. The liner sailed from the pier at noon and had aboard nearly 800 passengers. Her first port of call will be Vigo, Spain; thence to Casablanca, Morocco; Gibraltar, Spain; Algiers and Tunis in Northern Africa; Naples, Italy; Monaco and Marseilles, France, where the third cruise ends. The passengers will then go overland to Paris and Havre from which port they will sail for the return trip.

GLOBE 3/21/31

## REORGANIZATION PLAN TO BE OFFERED TODAY

Industrial Bank and Trust  
Co Directors Meet

Committee to Call Upon Bank  
Commissioner Guy Today

Ready to announce their plans for reorganization of the Industrial Bank & Trust Company, which was closed by the State Bank Commissioner Thursday, Pres Charles B. Strout of the institution and his board of directors held a long session yesterday and announced last night that they were eager to meet Bank Commissioner Arthur Guy at his convenience.

Pres Strout announced that four directors had been appointed a committee to wait upon the commissioner at the State House and tell him of the plans they would put into operation and thus obviate the appointment of a liquidating agent by the State. These men are H. L. Loftus, the institutions treasurer; C. H. Bueck, J. Waldo Pond and John J. Curley.

The committee hopes to have a conference with the Bank Commissioner this morning.

Bank Commissioner Guy said yesterday that he was working on an arrangement with Clearinghouse banks to make loans on pass-books of savings accounts of depositors. If completed, it might mean that a depositor with \$100 to his account would be able to borrow \$50 to carry him along until the liquidation is completed.

The examination of the institution's books, now being conducted by seven assistant State bank examiners, probably will take several days.

When asked what the prospects are of savings department depositors collecting their money from the closed institution, Commissioner Guy replied that, in only one instance in the closing of banking institutions in the past few years, have savings depositors failed to receive the full payment of their deposits. In that single case, the savings account holders were paid 92 per cent of the money they had deposited.

POST 3/21/31

## TUNNEL WORK STARTS MONDAY

Actual construction work on the \$15,000,000 East Boston traffic tunnel will start Monday afternoon at 1 o'clock when Master Francis Curley, the Mayor's 7-year-old son, will turn the first spadeful of earth at London and Decatur streets, East Boston.

The Mayor will deliver the principal address of the day in the presence of members of the Legislature, the City Council, Chamber of Commerce and trade groups who have been invited to attend the exercises, which will also include a band concert.

HERALD 3/21/31

## SILVERMAN TALKS ON RAIL CONDITIONS

Corporation Counsel Declares  
New Haven Road Being  
"Used as Pawn"

Picturing the existing railroad situation in Massachusetts as a game of chess in which the New York, New Haven & Hartford railroad is a pawn being used by the Pennsylvania railroad against the New York Central railroad, Corporation Counsel Samuel Silverman of Boston spoke on transportation conditions to the legislative committee on transportation yesterday at its continued hearing on the railroads.

In his opinion neither the Pennsylvania nor the New York Central is concerned about the development of shipping business through Boston and that because of this situation Massachusetts should endeavor to encourage greater competition for Massachusetts business from all the long haul carriers of the country.

Arthur P. Russell, vice-president of the New Haven, giving additional testimony, said that the Pennsylvania directly and through its affiliated organization, the Pennroad Corporation, owns more than 21 per cent. of the stock of the New Haven.

The committee will conduct hearings in Worcester and Springfield next week.

TRAVELER 3/21/31

## CURLEY GIVES POST OF HONOR TO SON

Francis, 7, Will Break Ground  
For Tunnel Monday

Mayor Curley yesterday delegated to his 7-year-old son, Francis Curley, the honor of breaking ground for the \$15,000,000 East Boston vehicular tunnel.

The first excavation will be made at 1 o'clock Monday afternoon, at Liverpool and Decatur streets, East Boston, and recognition of the event will take the form of exercises at which Mayor Curley will be the principal speaker. He has extended invitations to members of the Legislature, the city council, chamber of commerce, real estate exchange and East Boston civic and business organizations to participate. A band concert has been arranged prior to the breaking of ground.

Silas Mason & Co., Inc., of New York, who hold the contract for construction of the major section of the tunnel, are hurrying the preliminary work essential to the actual starting of the project. The massive shield to be used in excavating will be furnished by a Boston firm and all necessary materials which can be obtained locally will be bought of Boston firms.

GLOBE 3/21/31

## SILVERMAN ARGUES FOR RAILROADS' COMPETITION

That the Pennsylvania Railroad intends to hold the New York New Haven & Hartford Railroad as a check-mate over the New York Central in tapping this section of the country through its control of the Boston & Albany was charged yesterday by Corporation Counsel Samuel Silverman, appearing for Mayor Curley at a hearing by the Legislative Committee on transportation.

He contended that neither the Pennsylvania nor the New York Central care anything about the development of shipping business through Boston, and that consequently, Massachusetts should do everything possible to encourage greater competition from all the long-haul carriers of the country.

This, he said, is especially needed because of the situation created by New York Lines centering their business in that metropolis, he continued, go so far in their efforts to secure business from Massachusetts and other New England States that they offer free lighterage and in some instances free storage facilities to New England to ship through the port of New York rather than the port of Boston.

Arthur P. Russell, vice president of the New York, New Haven & Hartford Railroad, said the Pennsylvania directly and through its affiliated organization, the Pennroad Company, owns more than 21 per cent of the stock of the New Haven.

Mr Russell, questioned by Representative William H. Thoms of Quincy as to the wisdom of having the New Haven operated by the Pennsylvania and the Baltimore & Ohio, expressed the belief it would not be in the interests of the local carrier to have its business split between two roads.

Chairman Brodhead announced that the transportation committee will give a hearing on the question of the New England railroad situation in Worcester Thursday next, and in Springfield Friday. In both cities the proposal to have motor trucks placed under the supervision of the Department of Public Utilities will also be taken up. A part of the Worcester hearing will be devoted to the grade crossing problem in that city.

POST 3/21/31

## CHEER CURLEY Y. M. C. A. GIFT

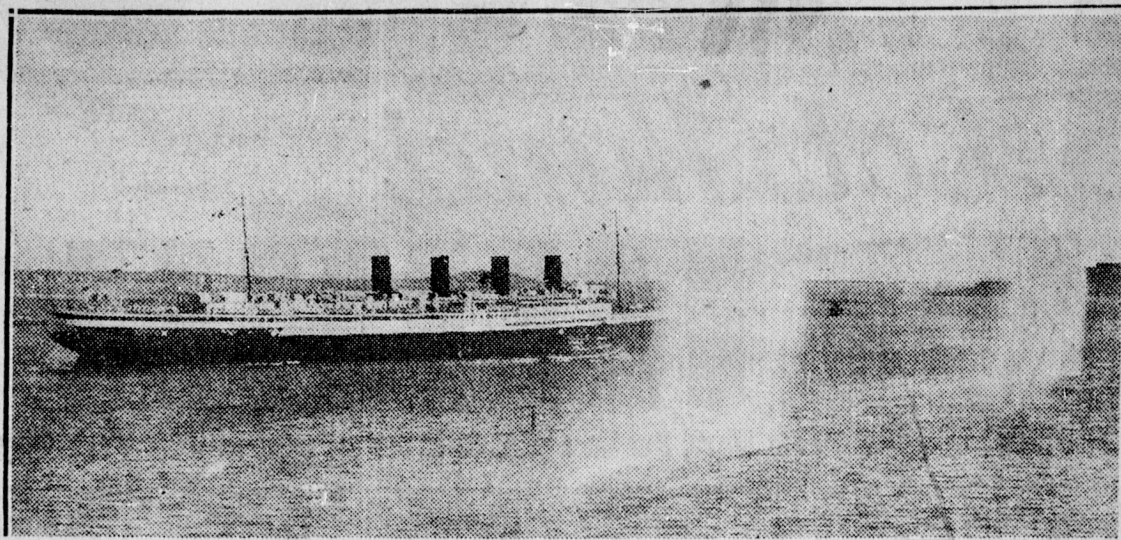
\$100 Contribution Brings  
Drive Total to \$36,286

Mayor Curley was given a "shirt-sleeve cheer" by over 250 men who are working to put over the drive for \$139,000 for the Young Men's Christian Association when he contributed \$100 in cash yesterday at the City Club, at the conclusion of his speech before the workers.

With Mayor Curley's contribution included, the amount announced for the day was \$18,696.75 and the grand total for three days of the drive \$36,285.25. This exceeds the amount raised during the first three days of the last drive.

Post 3/22/31

# Mayor and Officials Greet French Liner and Present Flag



## FRENCH LINER GIVEN ROYAL SENDOFF ON FIRST BOSTON SAILING

The beautiful liner France, known as the "Chateau of the Atlantic," is shown as she sailed yesterday on her first trip from this port. What appear to be two waterspouts in the foreground are really two of the city fireboats, spouting geysers of water skyward, the curtains of mist obscuring them from view.

Greeted by Mayor Curley, the full membership of the Boston Port Authority and several officials of the State and city, the French Line steamship, France, made a special call here yesterday en route from New York to Mediterranean ports to take on over 100 New England passengers.

In a congratulatory speech, Mayor Curley welcomed the ship, her officers and personnel to Boston, and declared her visit would mean the further cementing of the friendly relations between this country and France. At the conclusion of his talk he presented on behalf of the citizenship of Boston, the official municipal flag, which was hoisted to the foremasthead to the strains of the "Star Spangled Banner" and the French national anthem.

The France, known to ocean travelers as the "Chateau of the Atlantic," because of her magnificent furnishings, made her first visit to Boston yesterday, and was greeted at both arrival and departure by the city fireboats, with a spectacular water display.

In the group embarking at this port were Mr. and Mrs. Arthur L. Young, Mr. and Mrs. Harold L. Taylor, Misses Ethel L. Lucy and Jeanette De Voe, Mrs. Arthur Lane, Mrs. Leonard Swain, Miss Dorothy Forbes, Miss Alice Ellsworth, Daniel F. Jones, Jr., Baden Garceau, F. Murray Forbes, Mr. and Mrs. Harry F. Gibbs, Frederick B. Tuttle, James Normile, Miss Margaret O'Connor, Miss Ethel Turner, Mr. and Mrs. William C. Gregory, and Miss Theresa Spelseder, all of Boston; Colonel James W. Gilson, postmaster at Hartford, Conn.; Mr. and Mrs. Ira H. Morse of Lowell; Mrs. E. W. Moore, and Mrs. B. Pope of Concord, Mass.; Mr. and Mrs. Alfred Cimon of Salem; Mrs. Earle Browne, Miss Nancy Browne, and Earle Brown, Jr., of Worcester; Misses Julia G. and Laura C. Kellogg of Hartford, Mr. and Mrs. William M. Ingraham of Portland, Me.; Mr. and Mrs. Byron V. Richards of Providence, and Mr. and Mrs. T. B. Akin of New Bedford.

## Ely May Fill Post of Burke Tomorrow

Governor Ely said today he hopes to be able to name a successor to James A. Burke, Jr., the Fall River Finance Board tomorrow when the Executive Council meets for its weekly session.

The Governor was not sure whether the Council would have before it at that time the name of a successor to Registrar of Motor Vehicles George A. Parker.

## Statler Memorial Unveiled by Mayor

Mayor Curley today officiated at the unveiling of a permanent memorial to the late E. M. Statler, founder of the Hotels Statler Company, in Statler Park in front of the company's Boston hotel.

"The courage and foresight of the founder of this great chain of hotels admirably reflects the spirit of Boston," the mayor said. "The erection of the Hotel Statler of Boston was a real contribution to the development of the city."

## \$3,000,000 Boston Loan Award Made

City Treasurer Edmund L. Dolan has awarded \$3,000,000 temporary loan dated March 26 and due Oct. 5, on a 365-day-a-year, interest to follow basis, to Chemical Securities Corp. of New York, at 1.85 per cent, plus \$11 premium.

Other bidders were: Shawmut Corp., 1.877 per cent; Solomon Bros. & Hutzler, 1.94 per cent, plus \$11; First National-Old Colony, 1.95 per cent, plus \$13, and Chase Securities, 2.17 per cent.

## New Haven Mayor Gets Key to City

Mayor Thomas A. Tully, of New Haven, Ct., and Brig. Gen. James J. Haggerty, commander of the 85th Infantry Brigade, Connecticut National Guard, visited Mayor Curley at City Hall today and were presented with keys to the city. Later the men were the Mayor's guests at a luncheon at the Parker House attended by 50 prominent Bostonians.

23 RECORD 3/23/31

# CURLEY TO LEAD GROUP IN MARCH ON STATE HOUSE

Mayors' Club Decides to  
Seek 50 P. C. Return  
Of Existing Tax

## FULLER ISSUES ANOTHER BLAST

Ely Ignores Attack and  
Latest Stand of Muni-  
cipal Officials

Massachusetts mayors and selectmen will march on the State House presently with an organized demand for a permanent and direct return to the treasuries of their municipalities of one-half of the revenue derived from the existing two-cent gasoline tax.

The siege, as originally suggested at a meeting of the Mayors' Club of Massachusetts yesterday at the Parker House, would have been made this week. Mayor Curley quickly intervened, however, with a plea that it be deferred until after the Legislature has completed its deliberations on the pending compromise highway construction and gasoline tax increase measure.

The legislation which is being sought by the mayors and selectmen is contained in a bill of which Curley is the author.

While the city and town executives were mapping out their campaign, another terrific broadside was released by former Gov. Fuller against the proposed gasoline tax increase measure fathered by Gov. Ely. Rigid economy instead of increased taxation, Mr. Fuller declared, is the only solution of the increasing cost of government and the current industrial depression.

### ELY IGNORES ATTACK

In an extensive attack on the Ely administration he disclaimed all personal or political motives as he called on the voters to appeal directly to their legislators to halt the "saturnalia of extravagance and high taxation."

At his home in Westfield Gov. Ely declined even to listen to an outline of the Fuller blast. His only comment was "I am not the least bit interested." He was equally unconcerned and non-committal in relation to the proposed action of the Mayors' Club.

The mayors and selectmen will assemble their massed forces in Gardner auditorium at the State House, probably next week, to enforce their demand for

enactment of the Curley bill providing for the return of one cent of the existing gasoline tax. To their meeting will be invited the Governor, the executive council and the members of the Legislature.

The proposal to lay siege on the commonwealth's executive and legislative forces was advanced by Mayor John J. Murphy of Somerville, one of Gov. Ely's most vigorous opponents in last fall's Democratic primary election. Mayor Curley's quick intervention in advocating delay probably prevented the crystallization of sentiment for calling the meeting this week.

"I do not intend to be misunderstood," said Mayor Curley. "I have no desire to quarrel with any man who is Governor of the commonwealth. I may have the job myself sometime and I don't want anyone to quarrel with me then." That statement was interpreted as being particularly significant.

The pending highway construction bill, which would increase the gasoline tax from two cents to three cents for a period of two years beginning May 1 as well as financing \$6,500,000 in construction and giving the cities and towns more than \$4,000,000 in each of the two ensuing years in assessment abatements and cash returns, apparently is threatened with strong opposition.

At the Parker House meeting Senator Roger Keith of Brockton declared that its passage is by no means assured. It will come up for engrossment at tomorrow's Senate session and Keith's statement indicated that a drive will be made against it at that time.

In his long indictment of the Ely administration's taxation methods, the former Governor challenged Mr. Ely to submit "manfully" his gasoline tax increase proposal to the people on a referendum. Without qualification, he prophesied its defeat. According to his figures, the motorists now are compelled to pay taxes which reach 5½ cents for each gallon of gasoline consumed by their motor cars.

He pushed himself out on a limb in his appeal to the people to demand that their legislators oppose the gasoline tax increase. An immediate test of his influence in that respect will be had this week when the Legislature will definitely determine the fate of the pending measure, now in the hands of the Senate.

### HITS "BOODLE BOYS"

While the text of his statement was entirely temperate, his conclusions were frankly outlined. He professed to see no need for a new building for the state department of public works.

Let the registry of motor vehicles be transferred to Commonwealth armory, he suggested. In his opinion the movement for the erection of the proposed building originated with the "boodle boys," whom he had resisted during his tenure on Beacon Hill.

The commonwealth, he declared, is going the way of the city of Fall River unless an immediate halt is called in the cost of government. Paraphrasing the Websterian encomium to "Massachusetts—there she stands!" for a heading for a table of figures he prepared he demonstrated that the cost of government in this state was the lowest of any in the Union when he retired from office as Governor in January of 1929.

His table demonstrated how the cost of government had mounted in every state in the Union between 1915 and 1928. When he stepped down the cost of operating this commonwealth had increased only 93 per cent. over the preceding 13 years in contrast to the

average increased cost of all states which was 282 per cent. Massachusetts stood at the head of the list, Utah was second with an increase of 142 per cent. and far down at the foot was South Carolina showing an increase of 919 per cent.

He endorsed Mayor Curley's expressed conviction that the state department of public works is not equipped to expend additional appropriations "expeditiously, economically and efficiently."

### INCREASED COST

Legislative appropriations, he insisted, cannot check the worldwide depression. They will result, he continued, in increased cost of government with a consequent handicapping of industry by heavier burdens of taxation. Conditions for the workers, he said, are ideal, while the manufacturers are in desperate circumstances from the unfettered competition in other states.

Mayor Curley, on the other hand told the assembled mayors and selectmen at the Parker House that there eventually must be levied a graduated income tax lest the government be surrendered to the forces of communism. The proposal for increasing the poll tax to finance the old age assistance act he held to be unsound.

The tenor of sentiment as revealed at the Parker House meeting was a determination to apply pressure to the legislators in an endeavor to force them to fall into line with the insistent demands to be made on them for support of the Curley bill. It is believed that the threat of so intensive a fight for that legislation will weaken the battle-front now formed for passage of the pending measure.

It was evident that Curley will be dragged into accepting the assignment as leader of the assault that is being planned on the State House. Behind the current movement was the threat to expand and marshal a state-wide association of mayors and selectmen to augment the existing association which is largely restricted to the eastern sector of the commonwealth.

### REPRISALS THREATENED

The movement to force the legislators into support of the Curley measure will be consolidated by threats of local reprisals, which will consist of explaining to their constituents that they have resisted efforts to lighten the burdens of local taxpayers.

Comment by several mayors attending yesterday's meeting was to the effect that the benefits to their cities of the apportionment of the gasoline tax under the pending measure will provide them with scant relief in offsetting the losses resulting from the shrinkage in the state income tax.

Curley departed from the issue which was being discussed to take a fling at President Hoover's alleged penchant for issuing proclamations. "If proclamations," he said, "would settle industrial depression we now would be the most prosperous of people." Expenditure of money, he said, instead of proclamations would relieve the situation, which was in direct contrast to former Gov. Fuller's nostrum.

The mayor advised acceptance of the compromise construction and gas tax measure while admitting that it will not be of any substantial benefit to the cities. In his opinion it will provide needed relief for small towns, but only to a minor extent to the cities.

Switching the discussion to the proposal to increase the poll tax on men by \$1 and levy a new \$2 tax on women to finance the old age assistance act, Curley turned to Mayor Charles S. Ashley of New Bedford with a request that "Charley, you tell us your experience with the poll tax proposition."

cont

HERALD 3/24/31

viding the funds which they can pay your bills or to lessen them? Is he out at their discretion. Already in the past few months 20 cities in Massachusetts have paid out \$8,000,000 to help the needy. Eight million dollars spent this way, or rather, spent expeditiously and efficiently—which hasn't been according to my information—will go much further to relieve real distress than eight million dollars of which only a very small part will be paid for labor, particularly to those who need it most.

#### OLD AGE PENSION

We have an old age pension law on the books, but before a plan has been developed whereby we can raise the money to pay the pension, the Governor advocates reducing the eligibility age, thereby making a greatly increased appropriation essential. This is no time for attempting to embrace every opportunity for spending money. Let us "make haste slowly."

In the days of prosperity, I believe I have demonstrated my interest in the rank and file as opposed to those who believe in special privilege but today, believe we have more to fear from demagogery than from big business. Demagogery put Fall River into the hands of a receiver. Fall River politicians voted appropriations without knowing where the money was coming from. Fall River politicians imposed exorbitant taxes, yes, illegal taxes on its manufacturing industries until they cried out in protest, and they were given scant consideration. Today the workrooms of the Fall River factories are empty.

I hope no one thinks for a moment there is anything personal or political in my criticisms of Gov. Ely's various proposals as they have to do with expenditures and increase taxes. I wish Gov. Ely well. I hope he makes such a good Governor that he will deserve re-election and, if he deserves it, I hope he receives it.

I am interested in Massachusetts and the welfare of its people above all else and I know that their prosperity and well-being is not to be vouchsafed by lavish expenditures or increased taxes. As a manufacturing state, we are traveling down a steep declivity. I want to throw my influence on the side of calling a halt before it is too late. The politicians have mistaken the demands of those who have always clamored for large expenditures for public opinion; those who under the guise of relieving unemployment would jack up taxes (which will never come down—the never have) in order to provide more money to spend and make appropriations on a lavish scale at a time when economy should be the order of the day. Unless the sober judgment of our people can be brought to bear on our legislators, we will commit Massachusetts to a policy of unjust taxation and extravagance like unto Fall River. I was in connection with this situation that I made the statement the other day that the politicians are planning to take Massachusetts "for a ride" via the Fall River line.

My fellow citizens, ask your representative and senator how he is going to vote. Is he for or against increase taxes and expenditures? Is he for or against taking Massachusetts "for a ride" via the Fall River line? Taxes and the cost of living will continue to mount until you insist that your representative keep the cost of government down. You won't get anywhere by letting George do it. Here is something you can do yourself. Ask your political representative how he is going to vote at the State House next week. To increase

going to vote for increases in taxes or not? He has been asking questions of you. Now it is your turn to ask him a question, and I give you my word for it, this is a good question to ask.



Mayor Curley presenting flag of Boston to Capt. Burose on deck of the France.

## Curley Presents City's Official Flag To French Liner Embarking 100 Here

Mayor Curley yesterday presented the official flag of the city of Boston to the French liner France, Capt. Georges Burose, calling at Commonwealth pier, en route from New York to Mediterranean ports and embarking about 100 passengers.

The flag was hoisted to the fore truck by the mayor's daughter, Mary, following a reception, with Cecil W. Fogg post, A. L., band playing the national anthem of France and the Star Spangled Banner. The liner is a four-stacker and the largest ever to visit this port to pick up passengers, drawing 31 feet of water as she threaded the channel to the pier. Jean Tillier, general manager in the United States for the line, accepted the municipal flag when Mayor Curley voiced his pleasure at the indication of good will in the visit to Boston of the big ship with the prospect that this is but the first of a regular schedule of sailings from here. Mr. Tillier then announced the line would make Boston a port of call. H. Ainsley Highman, general agent of the French Line in New England, accompanied Mr. Tillier to the ship.

A reception on board the liner was attended by the mayor and guests, among whom were C. E. Ware, jr., Richard Parkhurst, Thomas J. A. Johnson, Louis A. Kirkstein, Frank S. Davis of the port authority; John T. Scully, Thomas A. Mullen, co-directors of the commercial, industrial and publicity bureau of the city; Clement A. Norton, superintendent of Commonwealth pier; W. W. Brennan, manager of Boston Symphony orchestra; W. W. Lufkin, col-

lector of customs; Dudley Harmon, N. E. Council; C. E. Spencer, First National Bank of Boston; Georges F. Doriot, Harvard University school of business administration; M. B. Mann, deputy surveyor, port; W. A. Barrows, Boston & Albany railroad; W. O. Wright, Boston & Maine railroad; A. E. Seaver, New York, New Haven & Hartford railroad, and Emile Coulon.

When the France approached the pier, fireboats gave a water display which was repeated as the 32,000-ton vessel proceeded to sea about 12:30 P. M., the first scheduled call being Vigo, Spain. The initial visit here of the French Line was by airplane a year ago from the Ile de France, inaugurating a ship-to-shore mail service and landing adjacent to the East Boston airport. The second visit was that of the Rochambeau that embarked pilgrims for Rome.

# Fuller Again Gives Views On Gasoline Tax Issue

## Former Governor Declares Massachusetts Stands at Parting of Ways—Urges People To Call Halt to Spending

By FORMER GOV. ALVAN T. FULLER

Massachusetts stands at the parting of the ways. From an economic standpoint our manufacturing industries have difficulties to overcome in meeting the competition of other states but which, I believe, we have better than an even chance of overcoming if our manufacturing interests are given co-operation and a sympathetic consideration in matters of legislation. At the risk of repetition, let me enumerate:

- 1—Our wages are high.
- 2—Unions are recognized.
- 3—Hours of labor are limited.
- 4—Protection is thrown around our women and children in industry.

5—Citizens, the workers of our industries, if you please, are given advantages beyond those of the citizens of any state in the Union in matters of educational facilities, highways, institutional care and all those services that the state can render the individual.

These conditions are ideal for the worker. We are in advance of other states. Our manufacturers, however, are handicapped in competition with other states where taxes are lower, where wages are lower, the hours are longer. The manufacturers of Massachusetts can look across the line into Rhode Island and find manufacturing conditions they cannot compete with. The same thing prevails in New Hampshire, to say nothing of the competition of Southern and Western states. That the manufacturers' plight is desperate can be confirmed by the man on the street who reads the Sunday papers and sees the advertisements of factories for sale, machinery auctioned off, and in many of our mill towns the question is whether they will pull the mills down so that all they will have to pay are the taxes on the land or leave them standing deserted like Tara's halls.

### STATE STOOD FIRST

At the close of my administration in 1928, Massachusetts stood first among all the states of the Union over a period of 13 years, for having increased its expenditures a smaller percentage than any other state in the Union. To cut down city and state expenditures, and therefore our taxes, I contend is the best and most practical co-operation that can be given in this critical time in order that we shall retain our industries which employ our workers and contribute most to the happiness and well being of our people.

Mayor Curley is exactly right in quoting the state highway commission as having said repeatedly in the past that it received from the gasoline tax together with the registration fees all the money it can spend expeditiously, economically and efficiently on the roads of Massachusetts. Ave Caesar! Morituri te salutant. The opinion of the state highway commission in this respect is a matter of record in connection with the legislative hearing held prior to the passage of the gas tax.

The desirability of the gasoline tax should be submitted to the people on the referendum. That is what the

referendum is for. Let the people vote on this question. If the Governor will manfully submit the increased gasoline tax to the voters, I prophesy its defeat.

No increase in our gasoline tax is necessary at this time. This is no time to increase the cost of living, and to the vast majority of people the motor car is a necessity.

No new motor registry building is needed, not any more than an armory in Westfield. The history of this agitation for a new motor registry building is principally political and originated with the boodle boys. I met it during my administration at its inception. I know its parents.

### 5½ CENTS A GALLON

The motorists of Massachusetts are already paying the equivalent of 5½ cents per gallon made up as follows, according to a prominent Boston Democratic paper, viz:

"It seems to be forgotten that when a gasoline tax of 2 cents was levied, it was also decided to retain 30 per cent. of the registration fees previously paid. These registration fees, by the way, had been given a boost only the year previously.

"Last year the autoists paid the state the enormous sum of \$17,761,857. Of this sum, the 2-cent gasoline tax accounted for over \$10,000,000. The remaining \$7,000,000 really represented the equivalent of nearly 1½ cents more, so that the autoists paid the state the equivalent of a 3½-cent gasoline tax.

"In addition to all that the autoists paid the cities and towns in excise taxes over \$10,000,000. This means the equivalent of 2 cents more, so that the motorists paid the state and the cities and towns a revenue equal to a gasoline tax of nearly 5½ cents."

The Governor has no one but himself to blame for the Saturnalia of extravagance and high taxes now in prospect. He himself has chosen to interpret his election as a repudiation of Massachusetts's financial policy of the last few years. Few of us would agree with him that any repudiation of our financial policy was desired or intended.

I think the Governor has just mistaken the noise of the "busy boys" for the voices of the people. I know exactly how that happens. We have the same element in the Republican party, men who talk fulsomely, talk in terms of millions glibly, but who never have, so far as I know, demonstrated their financial ability or knowledge of economics.

### STOP INCREASE

Now in regard to this matter of preventing further lavish expenditures which the lowered earning capacity of our people makes necessary, the only sure way that I know of is to stop increasing taxes. As a distinguished secretary of our treasury once said in connection with the resumption of specie payments: "The way to resume is to resume."

I wish every legislator would oppose every effort to increase taxation and thus make economy compulsory. This contemplated spending or must be

stopped. I wish every legislator would take his stand against increased taxation and lavish expenditures in the spirit of the words written on the base of the statue of William Lloyd Garrison on Commonwealth avenue:

I am in earnest. I will not equivocate. I will not excuse. I will not retreat a single inch and I will be heard.

Economy, rigid economy, is the only policy that will preserve the industry of manufacturing to Massachusetts and its workers. I envy the members of the Legislature this opportunity to make a great contribution to the welfare of the state. No Legislature within my memory has had such an opportunity of making such a distinguished contribution.

Towns, cities, states and union are travelling at a rate which, if kept up, will bring us into national bankruptcy. The last session of Congress made appropriations totalling over \$5,000,000,000. The two sessions made appropriations for the entire Congress of over \$10,000,000,000. The total appropriation during the sessions of this last Congress means a tax of \$81 on every one of the 122,735,000 people in the United States and a tax of about \$405 on every family.

A "return to prosperity in Massachusetts is impossible unless founded upon a return to the strictest economy in public expenditure. Legislature and most city and town authorities seem concerned chiefly not with how to curtail expenditures but how to devise ways for providing new revenue from taxation in order to increase expenditures. Anything that our commonwealth can do toward ending the depression by appropriations for public works is a mere drop in the bucket."

### URGES RESISTANCE

The Legislature of Massachusetts has it within its power in this present emergency to render a greater service than any legislature in the history of the commonwealth by taking a firm, sound, economic stand and resist those advocates of increased taxation for the purposes of making lavish expenditures.

The great mass of our people are coming to realize that these fantastic proposals and lavish expenditures will have to be paid for by them, and I am convinced that they are more apprehensive over the future with its accumulation of debts and taxes than they are over the difficulties of the present. We have no assurance whatsoever that a return to the old scale of living is going to be possible. One thing is sure, our people will not be able to pay taxes in the future as easily as they have in the past.

We have been living in a dream world. The dream is over. As Henry Ford said in the morning paper:—"It is extremely unlikely that we shall ever return to the abnormal conditions of 1929." That being the case, it is nothing short of foolish to make appropriations out of the public treasury to maintain an inflated condition. A world-wide depression and its effects cannot be checked and cured by an appropriation by the Massachusetts Legislature.

With the possibilities that people will have to curtail their mode of living, is it desirable to start in paying various groups doles out of the public treasury? I know there are group who want it. I know there are group who deserve help and I doubt if the people generally realize that those in need of help can go to the officials of any city or town and get financial assistance and that the state co-operates with the local community in pro-

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ment or recall save the mayors in Massachusetts.

In New York Mayor Walker is being pressed by an investigating committee which would oust him from office; but the peculiar provisions in Massachusetts place mayors beyond the reach of the voters once they have been elected. If they were subject to punishment for maladministration, there prob-

ably would be more economy in government and consequent lower tax rates.

### INTERESTING MEASURES

The subject of taxation is exceedingly dull, save to the experts and students. The ordinary citizen dislikes all such levies and imposts, but he has few constructive suggestions to offer because of his detachment from governmental operation. There are some measures coming before the Legislature which will have no direct relation to taxation and which will be absorbingly interesting.

One of them will be fought out tomorrow in the House of Representatives when the adverse report of the committee on cities on the bill of Mayor Russell of Cambridge, passage of which would permit him to divorce himself from his city treasurer, Henry F. Lehan.

The bill has scant change of being passed, unless the Republicans should seize upon it as a means of embarrassing Gov. Ely. It is believed that Mayor Russell has the secret support of Mayor Curley in pushing the bill, and the political situation suddenly will become curiously entangled if it shows any indication of progress at tomorrow's House session.

If the Republicans should join forces with the Curley Democrats and drop the bill on the Governor's desk, he would be placed in a difficult position. His good friend Daniel H. Coakley, who once served Mayor Curley as personal counsel, would demand that it be vetoed, while Russell, a warm supporter of Ely in the primary election campaign, would demand approval for it.

Russell has been fighting against Lehan since his service in the Cambridge city council. The refusal of former Mayor Quinn to oust Lehan brought about a break in their political relations and eventually resulted in Russell's successful campaign against Quinn.

Russell has been stubbornly fighting against big odds for the success of his bill. He is noted for his persistency and he will carry his struggle out to the bitter end in spite of the unfavorable prospects.

### PRE-PRIMARY CONVENTION

Other measures more directly related to politics are coming up for consideration. There is the one to establish a pre-primary convention for which the Republican state committee is making a hard fight, and another to restrict candidates for presidential delegates to having the written assent of the candidate for President they would support.

Representative Christian A. Herter, close friend of President Hoover, is opposed to this measure and those who have come in contact with him during his brief service in the House have come to recognize that he is one of the ablest members on Beacon Hill. Thus far he has been mild and pleasant, but his

fighting instincts will be aroused if he sees any chance of the bill passing.

Herter was presented in an unusual light last week in the fight on the highway construction bill. As one of the speaker's new appointees to the ways and means committee, it naturally was anticipated that he would be with his chief in a contest of major proportions, yet he was the only member of the ways and means committee who stood out against the speaker's program.

Speculation again is stimulated by the fact that the Governor has another important appointment to make. On Wednesday a nomination will be submitted to the council for the vacancy which will be created by the resignation of Capt. George A. Parker as registrar of motor vehicles. Thus far he has steadfastly committed himself to the practice of appointing only Democrats to office.

The name of Chairman Frank A. Goodwin of the Boston finance commission was prominently projected as the candidate most likely to be favored for the job. It was pointed out that the Governor could appoint him, even though he is a Republican, because it would release the chairmanship of the commission, which in turn would leave an opening for a Democrat.

The Goodwin appointment would be a delicate one, because the nomination would be submitted for confirmation to an executive council which numbers in its membership six of those who voted to oust him from the same office at the request of former Gov. Fuller. If it doesn't go to a Democrat, the choice probably will be Capt. Charles T. Beaupre, executive officer of the state police.

## HITS OUT AT CRITICS OF FINANCING

### Experts Ought to Get Facts, Talk Later, Says Curley

Hitting back at his critics who have been "posing as financial experts in and out of the newspapers for the past 10 days," Mayor Curley last night issued a public statement urging "these well-intentioned but misguided individuals to study municipal taxation first."

He charged that they were attempting to compare "pickles and puppies" when they were not comparable, and that they failed to consider essential factors before blossoming out with comparative statistics.

### MUST HAVE ALL DATA

"Every movement that has for its object the furnishing of information to the taxpayers upon the costs of government is to be commended," said the Mayor, "but all the essential factors in connection therewith should be clearly stated. That this is not so is quite evident from the amount of statistical information that has been appearing in the public press for several weeks past."

Referring to one critic, who compared Boston's financial statistics with those of Baltimore, with the same population, the Mayor pointed out that Boston, being in a different State, is forced to operate under different tax and financial laws, with the result that the figures of the two cities were not comparable. He explained that the Boston tax rate included not only the ordinary maintenance costs of the city, but also the entire costs of Suffolk County, as well as Metropolitan assessments, school buildings without bond issues, \$2,000,000 annually for pensions and maintenance of public hospitals.

Cities of the same population are not comparable, the Mayor stated, when one has twice as large an area as the other, requiring additional costs for highways, police, fire and schools.

Comparison of cities and towns in relation to their net debt is also fallacious, the Mayor contended. Boston was placed as the fifth highest in the State, with a percentage of 5.3 in the 1928 report of the State division of municipal accounts, the Mayor said.

### Includes Transit Debt

"Those making statements in the public press have failed to state that included in this percentage are over \$42,000,000 of rapid transit debt, upon which there is no taxation," the Mayor replied, contending that if this amount were deducted, Boston would have a net debt percentage of 3.1, which would make it among the lowest of the cities in the State.

Referring to the statement of Chairman Tarrant P. King of the Chamber of Commerce and the Boston Real Estate Exchange committee on municipal taxation that the debt increased \$8,000,000 in 1930, the Mayor replied that both organizations recommended much of the debt and failed to point out that \$4,000,000 of this was for the \$16,000,000 East Boston traffic tunnel.

"Most citizens will agree that the purposes for which the increase in debt occurred during the last year were for desirable and needed improvements," the Mayor said, adding that the need for the improvements and the ability of the taxpayers to meet the obligations were the fundamental factors in adopting permanent improvements.

### 14 Years' Record

During the past 14 years, he said, Boston taxpayers have paid \$38,000,000 through the pay-as-you-go policy in the construction of public school buildings and, besides, cheerfully met their share of the debt obligations outstanding for 40 years. "This certainly was a substantial contribution on the part of the taxpayer for permanent public improvements."

"At present the taxpayer is met with a serious problem in the matter of furnishing relief to the families of those out of employment," said the Mayor. "It appears that there will be a substantial increase in taxation due to this cause, and it follows that the taxpayer should be given relief through the issuance of bonds for new school buildings or other needed improvements that can not be delayed. The pay-as-you-go policy may be desirable for constantly recurring expenditures for permanent improvements when the burden of taxation is not heavy," the Mayor contended, "but there is no argument so potent in this connection as the one of the ability of the taxpayer to pay."

# DIE HARDS TO MARSHAL FORCES FOR ONE LAST EFFORT TO KILL GAS TAX IN FINAL HOUSE STAGE

By W. E. MULLINS

The normal transaction of business in the Legislature was subjected to considerable delay last week by the fierce drive made in the House of Representatives against the combination highway construction and gasoline tax increase bill as it was reported by the ways and means committee.

Not yet is it out of the shadows and there still remain the buildings construction measure and the general appropriations bill. These two pieces of legislation will be held for consideration by the same committee until the controversy provoked by the compromise highway and tax increase bill is stilled.

If the surgery to which his \$10,000,000 highway proposals were subjected was painful to Gov. Ely, the operation that is likely to be performed on the \$8,500,000 buildings section of his budget message will not be exactly painless. Originally it was the intention of the committee to recommend an increase of \$1,500,000 in the state tax to finance a portion of the buildings program, but the wave of resentment which nearly engulfed the gasoline tax increase possibly may result in intimidating the ways and means members.

The compromise highway construction bill, probably with a perfecting amendment or two, is confidently expected to pass through the Senate tomorrow, but when it returns to the House it again will encounter opposition from a group of die-hards who will stubbornly resist an increase in the gasoline tax of any character.

Reducing the period of tax increase to two years failed to satisfy these irreconcilables. Representative Lemuel W. Standish of Stoneham, fortified by the encouraging letter he received from former Gov. Fuller, has enlisted several volunteers in his cause and it is their present intention to marshal whatever votes they can to cast against the bill when it is offered for enactment.

## MAY MUSTER 40 OR 50

It is believed that they may muster as many as 40 or 50 votes, but if there is anything closely approximating a full membership voting on the enactment of the bill it will obtain the required two-thirds majority by a substantial margin. With all the members present and voting, a total of 80 adverse votes would be needed to prevent enactment and, with Speaker Leverett Saltonstall having given it his approval, there does not appear to be any danger of defeat.

Saltonstall, incidentally, never receded from the position he assumed early in the session, when he declared his opposition to any scheme of financing

which would place a mortgage on future revenue. The compromise bill vindicates his original stand and, as a testimonial to the ingenuity of the ways and means committee, the measure as now drafted also gives the Governor a generous portion of what he sought, while satisfying Mayor Curley in providing relief for the cities and towns. It represents a skilful piece oflegerdemain in giving all three an opportunity to claim victory.

The issue of relief for the municipalities was not injected into the measure until it had been reported out of the committee. Subsequent research revealed that it was an important consideration.

A chart prepared by Mayor George J. Bates shows that the cities have been particularly hard hit by the industrial depression because of the excessive demands placed on the public welfare department treasuries. If these expenditures for the months of January and February continue throughout the year at the same proportionate rate some of the cities will be actually embarrassed.

Peculiarly enough, the Bates chart shows that every city in the commonwealth, with the single exception of the Governor's home city of Westfield, has been adversely affected. Of the 39 cities in the state Westfield is the only one which shows a decrease in public welfare expenditures. Westfield, fortunately, shows an expected decrease of 8 per cent., but the other extreme is the city of Lowell, which shows an increase of 151 per cent.

## OLD-AGE ASSISTANCE

Having approached the solution of the highway construction problem the Legislature now must find ways and means to finance the erection of additional public buildings and the old-age assistance act, which becomes operative July 1.

The automobile has been killed off as a further producer of revenue, and the next turn must be to poll taxes and the state tax, which will increase the burden on real estate. The automobile has been a regular target now for a number of years and it is amazing to look back and see how it has been repeatedly subjected to taxation because of the fairly easy manner in which it has yielded.

In 1915 the commonwealth's income from motor vehicles was \$1,244,392. This year it will be approximately \$23,000,000, and that estimate allows for the first four months of this year without the one-cent proposed increase in the gasoline tax. When motor vehicle fees and the fines from motorists first began to pour into the treasury in the small quantity reflected by the 1915 receipts, it was felt that the amount being comparatively small it would be best to let the commonwealth use the same

state highways, and the result has been that up to the present time every dollar realized from motor vehicle fees goes to the department of public works.

While all this has been going on, cities and towns have been compelled practically to remodel their entire communities because of the growth of motor car transportation. The public works department has been reluctant to let go of any money which it has gradually come to regard as its own because of the indifference of the taxpayers.

If the taxpayers at large were to take advantage of the constitutional provision which allows them to initiate legislation by petition and carry their case to the people, it is barely possible that they might succeed in forcing the Legislature to split the motor vehicle revenue 50-50 with the cities and towns.

## OWNERS OF CARS AND HOMES

It has been pointed out that the figures in the registry of motor vehicles show that there are more automobile owners than there are Republicans or Democrats, and there also are more home owners than there are automobile owners, and an appeal to the ballot might result in making permanent the type of relief the communities will receive from the pending highway construction bill.

The current Legislature will have had more than its normal share of taxation woes before its members go home early in the summer; but if the members of the committee on municipal finance have their way, Mayor Curley will be compelled to share some of their grief. He has been on the soap box frequently in recent weeks telling of the difficulties to which his administration has been subjected in making its revenue meet its expenditures.

All measures involving unusual expenditures of money submitted by the city of Boston to the Legislature for authorization have the approval of the mayor and city council. A careful study of the Boston bills which have been presented to the current session show that authorization has been sought to finance 16 different projects at a total cost which would involve borrowing the sum of \$30,750,000 for this year, provided they are passed, which, of course, they will not be.

One of the bills which calls for laying out, widening and extending streets in the Boston thoroughfare plan carries a request for a 50-year loan. Another, the Dorchester avenue widening and construction, seeks a 30-year loan. The city already pays approximately \$8,000,000 annually in service and interest charges on loans.

It has been suggested in the past that better municipal government could be obtained if some check could be placed on mayors. The President, the chief justice of the supreme court, the governor, all the elective officers in state service, in fact, practically every public servant, is subject to the

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## CURLEY RESENTS TAX COMPARISON

Urges Various Factors Not  
Showing in Statistics  
Be Considered

### DEFENDS INCREASE IN BOSTON'S DEBT

Taking exception to bald comparisons of Boston's financial status with that of other cities, as published in recent newspaper statements and articles, Mayor Curley, in a public statement yesterday, urged that any fair analysis of the city's tax and debt burden should take into account various factors entering vitally into the situation but not showing in arbitrary statistical comparisons.

He defended the \$8,000,000 increase in Boston's net general debt last year, and asserted that in times such as the present the chief test of the value of the pay-as-you-go policy, as related to permanent improvements, is the ability of the taxpayer to pay.

#### NO PROPER BASIS

As to attempts to compare the financial statistics of Boston with Baltimore, a city of equal population, the mayor declared that there is no proper basis for comparison, as the two cities, situated in different states, have not the same taxation and financial laws and practices. He likewise deprecated the indiscriminate use of per capita statistics in comparing cities and towns of comparable population in this state. It is possible, he pointed out, that one city may have twice the area of the other, and must spend much more for schools, police, fire, highways and other charges.

Continuing, he said, in his statement:

Another favorite comparison made of the cities and towns is that of net debt. The advocates of the use of percentages based on total valuation fall in most cases to consider the character of the net debt outstanding. For instance, in the last printed report of the state division of municipal accounts, which was for the year 1928, Boston is shown as having a percentage of 5.3, of net debt to the total valuation, which makes it appear to be the fifth highest of the 39 cities of the commonwealth. Those making statements in the public press have failed to state that included in this percentage are over \$42,000,000 of rapid transit debt upon which there is no taxation whatsoever. This amount, if deducted from the total net debt, would show that Boston would have a net debt percentage of 3.1, which would make it among the lowest of the cities of the commonwealth.

In a recent article attention was called to the increase of \$8,000,000 in the net debt for 1930. Included in this increase was the amount of \$4,000,000 issued for the new traffic tunnel, as well as substantial amounts for new hospital buildings, new institution buildings, new streets, new sewers, permanent paving, and for many other necessary purposes. Much of this debt

was authorized by special acts of the Legislature. Some of the debt was advocated by the chamber of commerce, the real estate exchange, and other agencies. Most citizens will agree that the purposes for which the increase in debt occurred during the last year were for desirable and needed improvements.

It is fundamental in the adoption of measures for permanent improvements that two factors be considered—first, the necessity for the improvement at the time, and second, the ability of the tax payers to meet the obligations. In prosperous times when tax rates are low it may be feasible to include as a current expense activities that may be properly financed through bond issue. During the last 14 years Boston has provided from taxation the huge sum of \$36,000,000 for the construction of new school houses. During this period the taxpayer cheerfully met this obligation, while at the same time he was taking care of his share of debt obligations outstanding for 40 years. This certainly was a substantial contribution on the part of the taxpayer for permanent public improvements.

At the present time the taxpayer is met with a serious problem in the matter of furnishing relief to the families of those out of employment. It appears that there will be a substantial increase in taxation due to this cause, and it follows that the taxpayer should be given relief through the issuance of bonds for new school buildings or other needed improvements that cannot be delayed. The pay-as-you-go policy may be desirable for constantly recurring expenditures for permanent improvements when the burden of taxation is not heavy, but there is no argument so potent in this connection as the ability of the taxpayer to pay.

## MAYOR PREPARES BIG FLOWER SHOW

State's Greatest Outdoor Exhibit  
to Be at Franklin  
Park in June

Boston will have the state's greatest outdoor flower show at Franklin park in June, Mayor Curley announced last night after a conference with representatives of the Massachusetts Horticultural Society.

Tentative plans call for an exhibit of blossoms the full length of the Greeting, a vista three-quarters of a mile long and 600 feet wide, extending from the Blue Hill avenue entrance to the park. Other features would be the city's \$125,000 rose garden and \$60,000 rock garden.

Mayor Curley discussed the project with Albert C. Burrage, president of the Massachusetts Horticultural Society, Harlan P. Kelsey, George Butterworth and Joseph Lee. More definite plans will be laid before Park Commissioner Long within a few days.

## PLAN BIG FRANKLIN PARK FLOWER SHOW

Mayor and Horticultural  
Society Agree on Exhibit

Three-Quarter-Mile Vista to Give  
Largest Display of Country in June

Preliminary plans for the largest outdoor flower show ever arranged in this country were made yesterday by Mayor James M. Curley and officials of the Massachusetts Horticultural Society, who have chosen Franklin Park as the setting for the show and June, the month of roses, for the time.

The tentative plan was outlined for the horticulturists by the Mayor, who secured the promise of their full cooperation.

The big outdoor exhibit will be held at the Greeting in Franklin Park, a vista three-quarters of a mile long and 600 feet wide, extending from the Blue Hill-av entrance. The Greeting has two grand allthie walks and affords ample space for an exhibition of all kinds of flowers and shrubs. Here is already located the \$125,000 rose garden, containing 150 varieties of roses, and a \$60,000 rockery with all kinds of rock plants, thus affording a nucleus already in existence.

During rose time last year 150,000 persons visited the rose garden each week. Mayor Curley gave it as his opinion that if the proposed show is actually staged more than 1,000,000 persons will visit it during the week it would run. He also said that such an exhibition would immeasurably surpass the famous Kew Gardens of London, and would be an educational factor of immense importance.

Mayor Curley discussed the plans for the show with Pres Albert C. Burrage of the Massachusetts Horticultural Society, Harlan P. Kelsey, George Butterworth and Joseph Lee. The consensus of opinion was that the plan is entirely feasible, and definite discussions looking toward putting it through are to be held within a few days with Park Commissioner Long.

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# POLITICS AND POLITICIANS

By JOHN D. MERRILL

Frank E. Lyman, State Commissioner of Public Works, will probably send to the Executive Council this week the nomination of a Registrar of Motor Vehicles, to succeed George A. Parker, who has resigned in order to become a trustee of the Lotta Crabtree estate. Although Mr. Lyman has the power to make the nomination it becomes effective only with the consent of the Governor and Council, and in the last analysis Gov. Ely will probably select Mr. Parker's successor.

The public is considerably interested in this nomination. The registrar comes in touch, through his rules and regulations if not in person, with every owner or operator of an automobile in the State, and the number of those persons runs into seven figures. Naturally they want a capable official in the place.

The rumor has been going the rounds that Frank A. Goodwin, now chairman of the Boston Finance Commission, may return to the post of registrar, which he filled for several years. Friends of Mr. Goodwin say he would accept his old place if it were offered to him, and his visit to Gov. Ely last week lends some color to the report that Mr. Goodwin may resume his old place.

In the opinion of the public, Mr. Goodwin was a first-class official. He showed courage and determination, and so far as can be learned he gave special favors to no one. If he had listened to the requests of the politicians and other leading citizens who wanted him to "go easy" on their friends who had violated the automobile laws or regulations, the facts would have become known, but not an instance of that came to light. As is well known, Mr. Goodwin did not hesitate to criticize the courts and public officials when he thought they had not done their duty.

All of this, however, has no bearing on the removal of Mr. Goodwin from office. His attacks on Gov. Fuller made it practically impossible for the Governor to retain Mr. Goodwin in office. The truth seems to be that the latter was permitted to have his own way too much after the death of John N. Cole, his first superior. Mr. Cole was not only nominally but also really the head of his department, and he and Mr. Goodwin worked well together. Mr. Williams, who succeeded Mr. Cole, was not appointed until a considerable period had elapsed, and during that interval Mr. Goodwin took the reins in his teeth and thereafter was not checked until he was held up by Gov. Fuller.

Such a situation need not develop if Mr. Goodwin is reappointed, and it is fair to say that, so far as can be determined, most people would be glad to have Mr. Goodwin in his old office.

## Some Boston Politics

The members of the Boston School Committee and many other city officials would be delighted if Mr. Goodwin retired from the chairmanship of the Finance Commission. They do not like his criticism of their conduct, and will doubtless do all they can to persuade Gov. Ely to accept Mr. Goodwin as the successor to Capt. Parker.

There is now one vacancy on the Finance Commission, caused by the resignation of John F. Moors, who had been a member of that body ever since it was organized. If Mr. Goodwin retires, Gov. Ely will have two places to fill. There is a suspicion that Mayor Curley may have had something to say on this matter when he called on Gov. Ely at the State House last Thursday. The Mayor said he went to the State House in order to ask the Governor to go on board the steamship France while she was in this harbor yesterday. Doubtless the Mayor extended that invitation, but it seems rather unlikely that with nothing more important in his mind he would wait more than an hour for the Governor, as he did on Thursday.

According to report, the Governor has considered the possibility of asking John R. Murphy to become a member of the Finance Commission. That appointment would be most distasteful to Mayor Curley, and it is commonly believed that the Governor would not seriously think of appointing Mr. Murphy, even if the latter were willing to serve, but it is possible that the Mayor, having heard the story, had something to say to the Governor on that subject when they met last week.

Other men besides Mr. Goodwin have been mentioned for the office of registrar of motor vehicles. The best known of these is Anthony A. Bonzagni, who has been for several years deputy registrar and is thoroughly familiar with the duties of the office. If experience counts Mr. Goodwin is the only man in the State better qualified than Mr. Bonzagni for the office. Mr. Lyman took the deputy registrar to the Governor's office the other day, but that visit may have had no significance.

It may be that the Governor will insist that this important place must go to "a good" Democrat, namely, one who has been active in the party. The pressure on the Governor from members of the party has been, and is, tremendous, and it will require some courage on his part to stand up against the influences brought to bear on him. Perhaps, therefore, someone whose name has not been mentioned in connection with the office may be appointed.

## About Ex-Gov. Fuller

The bill calling for an issue of State notes, \$5,000,000 of which will be used for the construction of highways, will face stiff opposition when it goes back to the House of Representatives this week. There was never serious doubt that it would pass the Senate, which has been much more favorably disposed than the House towards Gov. Ely's general program.

When the bill comes up in the House on the enactment stage, in order to become a law it must receive a two-thirds vote of those present and voting. Probably about 230 members of the House will be recorded on that measure. If that guess is correct, the opponents of the bill must muster 77 votes in order to kill it. The common opinion is that they will not be able to do so, but it is said they will have more than 60 votes, and Ex-Gov. Fuller's latest statement, printed elsewhere, may influence others.

Mr. Fuller's active campaign in behalf of economy in State expenditures has revived the story that he intends

to be a candidate for Governor next year. If he does, he must first defeat Lieut. Gov. Youngman in the primary.

The politicians say Mr. Fuller will be the strongest candidate the Republicans can nominate, but that even he will find it difficult, if not impossible, to run ahead of Gov. Ely at the polls.

It is safe to assume that the ex-Governor will not run unless he thinks he has a good chance of success. He realizes, as well as anybody, the embarrassment the Republicans must face on account of the prohibition issue, but possibly he believes that question will bother him less than most of the Republican candidates. One report is that Mr. Fuller will urge that the repeal of the 18th amendment be submitted to the various States, and that constitutional conventions made up of delegates chosen to pass judgment on that very matter shall act on it. That attitude, it is argued, should be reasonably satisfactory to both wets and dries, none of whom, at least as a matter of theory, want to do what is contrary to the wishes of a majority of the people.

If Mr. Fuller wins the nomination and runs at the election on a platform of economy, with the backing of the automobile owners and drivers, who are strongly organized in the State and would probably support him because of his efforts in their behalf with these assets and his success in winning support from the Democrats, he might not be elected, but it looks now as though he might give Gov. Ely a run for the money.

## The Redistricting Bill

The special legislative committee will begin this week its public hearings on the redistricting of the Congressional districts in the State. The politicians, of course, are greatly concerned about this matter, and the public is more or less interested.

The Republicans, who have a working majority in the committee, will proceed to set up 15 Congressional districts, most of which will be safely Republican. The members of that party say there is no other way of dividing the State unless certain portions of Boston, which can now be counted on for a plurality of something like 100,000 for the Democrats, are tied up with outlying sections into "shoe-string" districts. The Democrats, on the other hand, insist that the two political parties are so nearly of equal strength in the State that the Congressional delegations also should be divided about half and half.

It will be difficult to reconcile such differences. Indeed, Republicans as well as Democrats have almost reached the conclusion that no agreement will be possible and that the whole State delegation will probably be chosen at-large in the election of 1932. The Republicans have a majority in each branch of the Legislature, but they are not numerous enough in the House to pass a bill over the Governor's veto, and it is taken for granted that any bill which satisfies the Republicans will be objectionable to the Governor, particularly since the Legislature has cut in two the amount he wanted to spend for highway construction.

Neither side seems to be greatly disturbed by the prospect of electing all of the Congressmen at large, although some of the individuals are somewhat worried. The Republicans hope they may elect their candidate for Governor in 1932, and then proceed to redistrict the State in a way which will be satisfactory to themselves.

# START BIG TUNNEL PROJECT TOMORROW

Mayor's Son to Turn First  
Spade in East Boston

Harbor Traffic Tube Will Cost  
\$16,000,000—Three-Year Task

When 7-year-old Francis Curley, son of the Mayor sticks a spade into the ground tomorrow afternoon he will begin the task of digging Boston's first traffic tunnel under the harbor, a tunnel more than a mile long, figured to cost \$16,000,000 and to take three years in building.

Francis will not be expected to dig the whole tunnel; his part is to open the "construction shaft" at Liverpool and Decatur sts, East Boston.

The ceremony will be performed in the presence of a group of legislators, councilors, committees from the Chamber of Commerce and the Real Estate Exchange, and the social, civic and business organizations of Noddle Island.

## Speediest Project

Incidentally, it will represent the speediest work of getting underway of any of the great recent engineering jobs.

The bids for section A of the tunnel were opened March 4. Silas Mason, Inc. of New York was the low bidder, at \$5,696,510 for this section. The Transit Commission, as required by law, looked up the matter of responsibility of the bidder and his record as written in the contract of other jobs, and 24 hours after this was completed the specifications and the order to go ahead were in his hands.

Just a fortnight after the opening of the bids the work begins. The first step is digging the square construction shaft through which material will be lowered, and dirt taken out. On the side of it towards the harbor, the great shield that represents the gnawing end of the worm that will tunnel through the bottom of Boston Harbor will be erected and started on its way through the ground.

This actual start climaxes a project that has been under consideration more than 60 years. The first report, which suggested digging a tunnel by the "open-trench" method, was written in 1872. Under that plan, dredges would groove out a channel across the harbor and sections of the tunnel, all completed, would be floated out on barges and lowered into place and jointed.

Nothing was done. In 1892, the city engineer got out a plan for a traffic tunnel, with inclines. Since that time many plans have been made. Suspension bridges, two-tube tunnels, tunnels with elevators to hoist and lower horses and wagons, tunnels with spiral ramps to reach the surface, have all had serious consideration, and some of them have been the subject matter of considerable wrangling.

## Elevators Favored

In 1908 the Transit Commission favored a tunnel with elevators. In 1909, after further study, the commission recommended "No legislation at this time."

Two years later, a report was made that a tunnel was inadvisable so long as the traffic was horse-drawn. Incidentally, horses must still travel by ferry even after this traffic tunnel shall have been completed.

Beginning in 1919, the traffic to East Boston by ferry was tabulated to see whether a tunnel was needed. It was found to be most emphatically needed.

In 1920's report, a two-tube tunnel, like that under the Hudson, was considered, but a single tube was recommended for Boston.

In 1928 the Legislature took the matter up for action, and many plans were considered. It became apparent that the Army engineers would oppose an open-cut method, which settled the matter. The single-tube plan, built entirely from one end instead of starting both ways and meeting in the middle, was chosen, and the bill was signed by Gov Fuller on June 8, 1928.

There was still a vigorously fought battle ahead of the plan, but in the end a tunnel 31 feet in diameter, circular in section and with a roadway 21½ feet wide at the curb was ordered. The tunnel is 5400 feet between portals, with 300 feet of its length on the Boston shore, to be built by the cut-and-cover process, and 350 feet on the East Boston shore.

The shield starts boring at Decatur st in East Boston, and must drive through 4750 feet to North sq. A fair progress will be 10 feet a day.

The plan provides an elaborate system of ventilation, to take out the carbon monoxide fumes, a police and fire signal system, and extinguishers at short intervals all along the tunnel walls.

Traffic is expected to move through the tunnel at something like 35 miles an hour. There will be no foot passengers. The users of the tunnel will be charged a fee, but the amount has not yet been settled.

## WILL ASK CITY AND TOWN HEADS TO MEET

To Consider Local Relief  
Plans in State

Mayors' Club Will First Await Action  
by Legislature

After pending legislation on unemployment relief has been acted upon, the Mayors' Club of Massachusetts will call a meeting in the Gardner Auditorium of Mayors, Selectmen, members of the Legislature and the Governor and Council to consider measures of local relief, according to a vote taken at yesterday's luncheon of the Club at the Parker House.

Mayor George J. Bates of Salem, president of the club offered statistics showing, on the basis of January and February conditions, an estimated increase of \$14,726,167.98 in the money

that must be paid by Massachusetts cities to the outside relief division of the Public Welfare Departments, and a \$4,105,701.00 decrease in the revenues from income tax in those cities for this year. Boston's estimated loss from the income tax is \$1,418,209, and its percentage of increase on expenditures for relief 95. Mayor Bates said that some cities will have to increase their tax rates \$3, unless relief is furnished.

## Curley States Views

Denying any intention of "embarrassing pending legislation" or "throwing a monkey-wrench into the machinery"—because he said, "I'm going to the Governor myself some day"—Mayor Curley of Boston urged Senate Bill 47, which provides that the cities and towns get two of the three cents under the proposed new gasoline tax law. Boston's share of the gasoline tax will be \$1,250,000, he said, and \$3,000,000 is needed for relief.

If the bill does not pass, he said he would have to ask the Legislature for an increase in the tax rates. When the unemployment period is over, he said, the money from the gasoline tax can go to provide old age pensions.

He spoke of our "social system" as "a disgrace to a country as intelligent and as free as America." "No wonder there is unrest," he said. "No wonder the country is a fertile field for Communists. We have failed to provide a social system which gives continuity of employment. The situation calls for faith and courage and I hope we measure up."

Mayor Duane of Waltham expressed the opinion that Mayor Curley's recommendation of Senate Bill 47 was "very conservative." He wondered what had happened to the proposal to increase the income tax. His city, he said, had been taking care of 2000 unemployed for more than a year.

## Must Never Happen Again

"In good times," he said, "capital gets off with the major share and squeals when the question of taxation is proposed. People come to me looking for old clothes; some have looked in garbage cans, searching for something to eat. And for the condition they are not responsible. To say that we must have these depressions every seven years is a disgrace to American intelligence. I say it must never happen again."

On the question of holding the conference in the Gardner Auditorium, Mayor Duane said he was afraid it would be interpreted as an attempt to embarrass the Governor, "not only a man of courage, but a man with a heart." Every speaker disclaimed any desire to embarrass Gov Ely, and at the suggestion of Mayor Curley it was decided to vote to have the president of the club call the meeting after pending legislation is acted on. It was pointed out to Mayor Duane that the club had already gone on record in sympathy with the Governor's proposals, although many speakers described them as "inadequate." The club had also gone on record it was said for Senate Bill 47.

# CURLEY REPLIES TO CITY CRITICS

## Warns of Statistical Comparisons of Work

## Points Out That Data Often Leave Out Vital Factors

## Mayor Issues Statement Naming No One

How some statistics on municipal expenses give decidedly misleading information, in the opinion of Mayor James M. Curley, is explained in a statement he gave out last night. If any of the Mayor's statement is inspired by attacks on the State and municipal financing made by Ex-Gov. Alvan T. Fuller, the Mayor does not say so.

"Percentages," the Mayor says, "should never be used unless all the underlying factors in connection therewith are comparable."

### The Curley Statement

Mayor Curley's statement follows:

"Every movement that has for its object the furnishing of information to the taxpayer upon the costs of Government is to be commended. This information should be of such nature that all of the essential factors in connection therewith should be clearly stated. That this is not so is quite evident from the amount of statistical information that has been appearing in the public press for several weeks past. Most of this information is based upon per capita or percentage computations, which show a final result without indicating the underlying factors.

"It is quite clear to those who are well informed that comparative statistics should only be used when the bases are comparable. Many well intentioned but misguided individuals attempt to compare the maintenance costs and net debt of municipalities when the same are not comparable. As an illustration, the individual who attempts to compare the financial statistics of Boston with those of Baltimore, both of which have relatively the same population, forgets that these two cities, situated in different States, have not as a basic consideration the same taxation and financial laws, and therefore are not comparable.

### Other Costs Represented

"The tax rate of Boston includes

not only ordinary maintenance costs of all activities but in addition thereto includes the total costs of the County of Suffolk; a large amount levied each year by the State for Metropolitan assessments; almost \$2,000,000 annual assessments for the contributory pension system; the maintenance of public hospitals, the construction of school buildings without bond issue, and other activities, which, in a fair comparison of costs of Government with Baltimore, would require an investigation to determine whether similar activities are provided for in the tax rate of Baltimore or whether Baltimore includes in its tax rates activities that Boston does not provide.

"As a further illustration of the indiscriminate use of per capita statistics, the claim is frequently made that cities and towns within a State, having the same population, are properly comparable. The fallacy of this claim is quite evident. When a comparison of two cities, say with population of 40,000 inhabitants, is attempted, it is possible that one of these two cities may have twice the area of the other, with the result that the costs of school accommodations, police, fire, maintenance of highways and most other charges are, of course, greater due to the larger area.

"Another favorite comparison made of the cities and towns is that of net debt. The advocates of the use of percentages based on total valuation fail in most cases to consider the character of the net debt outstanding. For instance, in the last printed report of the State Division of Municipal Accounts, which was for the year 1928, Boston is shown as having a percentage of 5.3, of net debt to the total valuation, which makes it appear to be the fifth highest of the 39 cities of the Commonwealth. Those making statements in the public press have failed to state that included in this percentage are over \$42,000,000 of rapid transit debt upon which there is no taxation whatsoever. This amount, if deducted from the total net debt, would show that Boston would have a net debt percentage of 3.1, which would make it among the lowest of the cities of the Commonwealth.

### Fallacy of Comparison

"The above illustrations should show conclusively the fallacy of many well-meaning individuals of comparing costs of Government and net debt by the use of per capita or percentage figures.

"In a recent article, attention was called to the increase of \$8,000,000 in the net debt for 1930. Included in this increase was the amount of \$4,000,000 issued for the new traffic tunnel, as well as substantial amounts for new hospital buildings, new institution buildings, new streets, new sewers, permanent paving, and for many other necessary purposes. Much of this debt was authorized by special acts of the Legislature. Some of the debt was advocated by the Chamber of Commerce, the Real Estate Exchange, and other agencies. Most citizens will agree that the purposes for which the increase in debt occurred during the last year were for desirable and needed improvements.

"It is fundamental in the adoption of measures for permanent improvements that two factors be considered, first, the necessity for the improvement at the time, and second the ability of the taxpayers to meet the obligations. In prosperous times when tax rates are low it may be feasible to include as a current expense activities that may be properly financed through bond issue. During the last 14 years Boston has provided

from taxation the huge sum of \$36,000,000 for the construction of new school-houses. During this period the taxpayer cheerfully met this obligation, while at the same time he was taking care of his share of debt obligations outstanding for 40 years. This certainly was a substantial contribution on the part of the taxpayer for permanent public improvements.

### Relief Is Serious Problem

"At the present time the taxpayer is met with the serious problem in the matter of furnishing relief to the families of those out of employment. It appears that there will be a substantial increase in taxation due to this cause, and it follows that the taxpayer should be given relief through the issuance of bonds for new school buildings or other needed improvements that cannot be delayed. The pay-as-you-go policy may be desirable for constantly recurring expenditures for permanent improvements when the burden of taxation is not heavy, but there is no argument so potent in this connection as the one of the ability of the taxpayer to pay.

"The purpose of the foregoing statement is to call to the attention of the taxpayers some of the vital factors that should be considered in connection with the presentation of statistical percentages frequently used for comparisons between municipalities. As stated above, these percentages should never be used unless all the underlying factors in connection therewith are comparable."

# FRENCH LINER GAILY HAILED ON FIRST CALL

Mayor and Other Officials in  
a Formal Greeting to the  
Steamship France

## MISS CURLEY RAISES FLAG

One Hundred Embark After a  
Colorful Reception at the  
Commonwealth Pier

With Mayor Curley and other city and state officials in a civil welcome, the French line steamship France yesterday made a special call here to take aboard 100 Boston passengers for a cruise to Mediterranean ports.

To the accompaniment of an ovation from sirens of harbor craft and a colorful display of the massed flags of France, the United States, the city and commonwealth, the big four-funnelled ship tied up to Commonwealth Pier in its first call at Boston.

## HAILED BY MAYOR

Mayor Curley told the officers of the French liner that their inclusion of Boston as port of call would react favorably on the already cordial relations between France and America.

The mayor presented the liner with a flag of the city which was raised to the steamer's masthead as bands played "The Star Spangled Banner" and "The Marseillaise."

Miss Mary Curley, daughter of the mayor "manned" the lanyard which carried the flag to the forepeak of the ship.

The France, known in maritime circles as the "Chateau of the Atlantic," was inspected during her brief stop in port by city and harbor officials.

As she left her berth at the pier she was accompanied down the harbor by city fireboats, water streaming from their nozzles in a spectacular aerial display.

## W. MURRAY FORBES SAILS

Among those embarking at Boston were Mr. and Mrs. Arthur L. Young, Mr. and Mrs. Harold L. Taylor, F. Murray Forbes and his daughter, Dorothy, Miss Alice Ellsworth, Daniel F. Jones, Jr., Baden Garceau, Mr. and Mrs. Henry F. Gibbs, James Normile, Frederick B. Tuttle, and Miss Theresa Spieder, all of Boston.

James K. Gilson, postmaster of Hartford, Conn., Mr. and Mrs. Ira H. Morse of Lowell, Mrs. E. W. Moore, and Mrs. E. Pope of Concord, Mr. and Mrs. Alfred Cimon of Salem, Mrs. Earle Browne, Miss Nancy Browne, and Earl Browne, Jr., of Worcester.

Mr. and Mrs. William M. Ingraham of Portland, Me., Misses Julia G. and Laura C. Kellogg of Hartford, Mr. and Mrs. Byron V. Richards of Providence, and Mr. and Mrs. T. B. Akin of New Bedford.

## LUNCHEON ON SHIP

Guests of honor at a luncheon on the ship were Mayor Curley and his daughter, Mary; the five members of the Boston Port Authority, C. Elliot Ware, Jr., Richard Parkhurst, Thomas J. A. Johnson, Louis A. Kirstein and Frank S. Davis; John T. Scully, Thomas A. Mullen of port promotion department of the city; Emile Coulon, City Councillor; Clement A. Norton, superintendent of Commonwealth Pier; W. H. Brennan, manager of the Boston Symphony Orchestra; Wilfred W. Lufkin, collector of customs; Dudley Harmon, of the New England Council; C. E. Spencer, of the First National Bank of Boston, Georges F. Doriot, of the Harvard University School of Business Administration, W. A. Barrows, of the Boston & Albany, R. R., Moses B. Mann, deputy surveyor of the port, W. O. Wright, of the Boston & Maine R. R., and A. E. Seaver, of the N. Y., N. H. & H. R. R.

# MAYOR PLANNING BIG FLOWER SHOW

Plans for an outdoor flower show were discussed by Mayor Curley and leading horticulturists at the closing session of the Massachusetts Horticultural Society's spring flower show last night.

Plans outlined by the mayor to officials of the Horticultural Society call for an exhibition in Franklin Park in June, when the \$125,000 rose garden is in full bloom.

The exhibition would be held at The Greeting in the park, a vista three-quarters of a mile long by 600 feet wide, extending from the Blue Hill ave. entrance.

The Greeting has two granolithic walks and affords ample space at 50-foot intervals for exhibits of all kinds of flowers and shrubs, the mayor pointed out.

The horticulturists promised their co-operation, declaring that with the nurserymen they had the facilities to carry out the plans.

Arrangements were made for discussing details with Park Commissioner William F. Long.

Officials with whom Mayor Curley discussed the exhibition were Albert C. Burrage, president of the Massachusetts Horticultural Society; Harlan P. Kelsey, George Butterworth and Joseph Lee.

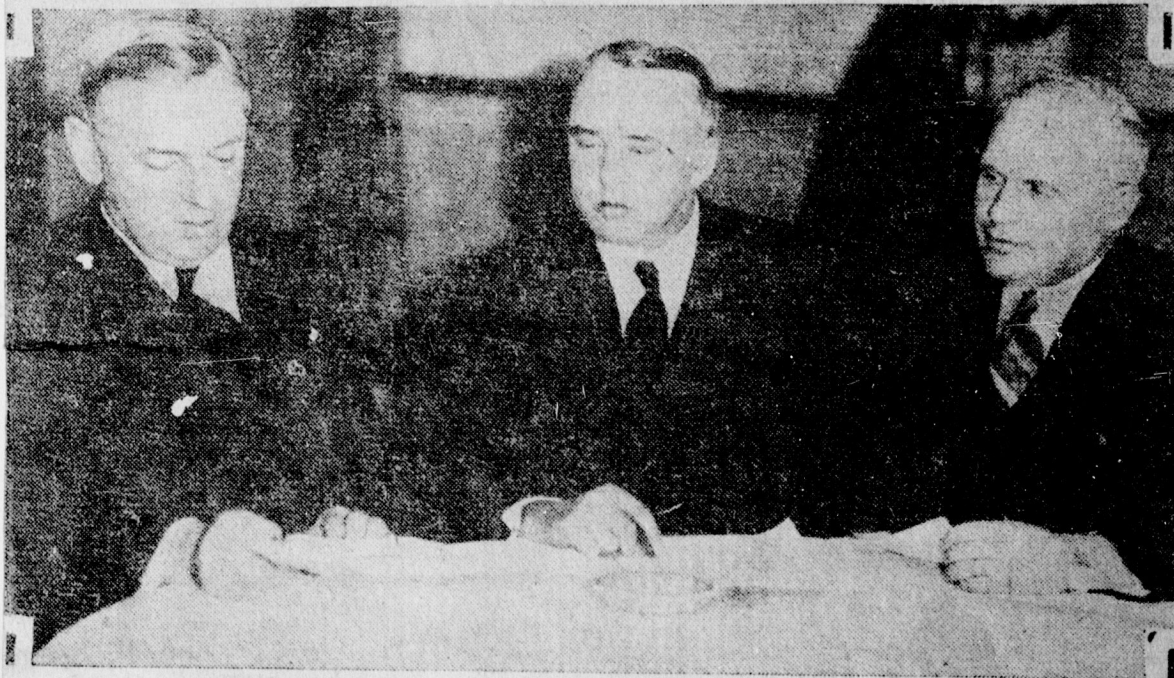
# First Shovelful



—Staff Photo.

MISS KATHERINE NAPIER of Condor st., East Boston, unofficially turns the first shovelful of earth on the site of new East Boston traffic tunnel at London and Decatur sts. Mayor Curley's son Francis will officially turn the first shovelful during exercises at the same place at 1 o'clock tomorrow afternoon.

## Mayors Talk Over Relief for Jobless



—Photo by Boston Sunday Advertiser Staff Photographer.

MAYOR JAMES M. CURLEY, at left, with Mayor George J. Bates of Salem, president of the Mayors' Club of Massachusetts, in center, and Mayor Andrew J. Casassa of Revere in the Parker House yesterday where matters of common interest to all Bay State communities were discussed.

### CURLEY URGES MAYORS TO AID FIVE-DAY WEEK

He Sees Machines Forcing  
4,000,000 Men Out of Jobs  
Within 10 Years

#### RAPS PROHIBITION EVILS

City Executives Vote for Job-  
less Mass Meeting With  
Ely and Solons

A five-day week for workers was advocated yesterday by Mayor Curley at a meeting of the Mayors' Club of Massachusetts, in the Parker House.

In 10 years, he declared, 3,000,000 workers have been thrown out of employment by automatic machines.

"Economists say," he declared, "that during the next 10 years 4,000,000 others will be deprived of jobs by the same cause."

the United States which has devoted any time or thought to this matter. The prosperity of America is dependent upon the wages received, and a continuation of these wages to the people of the nation.

"President Hoover is very voluminous in his proclamation regarding this emergency. If proclamations were effective, we would be the happiest and most prosperous people in the world."

#### WANTS GAS TAX SPLIT

Mayor Curley asked for support for his bill, now pending in the Legislature, under which half of the two-cent gasoline tax would go to cities and towns.

"I don't want to quarrel or disagree with the Governor of Massachusetts," he said. "I may have that job myself some day."

He urged his fellow members to get the legislators in their districts to work for the bill, and he urged also that they work for a plan under which one per cent of the State income tax would be turned over to cities and towns.

"This money," said the mayor, "would take care of the social and humanitarian problems of the cities and towns. You have either got to take care of them or turn the government over to the Communists."

A contributory cause to the present conditions, Mayor Curley said, is the development of the chain stores, "which has enriched some and placed limitations upon the

He said it will cost Boston \$3,000,000 more this year than last year in the public welfare department.

#### RAPS PROHIBITION

"The one per cent. distribution," he pointed out, "would give Boston \$1,300,000. If the bill does not go through, I will have to go before the Legislature and have the tax limit for municipal expenses raised so I can get \$17 or \$18 instead of the present \$16. That means a tax increase of \$1 or \$2."

The Mayor criticized prohibition, and said:

"There are more prisoners now at Deer Island than ever before in the history of the city—thanks to prohibition, the noble experiment. There are 20 per cent more people in the hospitals than ever before, due to malnutrition in some instances, and to respiratory diseases, which may have been brought about by lack of food or lack of proper clothing."

"Until a system is devised to care for those thrown out of employment, you have a fertile field in America for Communism."

Other speakers at the meeting included Mayors Andrew A. Casassa of Revere, Patrick J. Duane of Waltham and George R. Bates of Salem, the club president.

# CROWD CHEERS FRANCIS CURLEY

## East Boston Vehicle Tube Work Started

In the center of a laughing, cheering crowd, with the movie cameras chattering at him and the "stills" popping, Francis Curley stood by his father, the Mayor, shortly before 2 o'clock this afternoon, and dug a bright new silver shovel into the soft earth of the sidewalk at London and Decatur sts, East Boston, and started the work on the new traffic tunnel.

Francis had a great time, and showed plainly that he is destined for public life. Neither the noise of the crowd nor the buzz of the cameras disturbed him. He had a new wrist watch on; he had a beret on his head; he had a pea-jacket with brass buttons, brand-new brown gloves and a smart necktie. Given all this and permission to dig in the ground, what boy wouldn't be happy?

### Mayor Curley Speaks

For half an hour or more, Francis had stood in the front line of a dense crowd on the truck that served as a speakers' platform and had listened to Col Thomas Sullivan, chairman of the Transit Commission, as he introduced Rev William B. Whalen to offer prayer; Samuel Mason, president of the construction company, which is to dig this section of the tunnel, who promised that Boston men and Boston material so far as it is available shall dig this tunnel, and Mayor James M. Curley, who praised the vision, determination and cooperation which had put the project over and promised that East Boston would see an era of prosperity, development and great increase of real estate values.

Councilor Donovan briefly thanked everybody whose interest, work and votes had put the project through the Legislative stage.

All these things Francis half listened to; he put his small gloved hand on the rail, and looked with mild interest at individuals in the throng below. Finally Col Sullivan turned to what he termed "the pleasantest feature of this meeting." Still Francis was only mildly interested.

### Watch Given to Francis

At this moment, however, somebody shoved a chair forward, and the colonel lifted the boy up and stood him on the seat. The crowd set up a cheer.

Col Sullivan told the boy that it had been determined that he ought to have a souvenir of the occasion, and also he ought to have some way of being sure of being on time at public meetings. He thereupon held out the silver wrist-watch and bracelet and tried to push it on to the boy's wrist over his glove.

It was Francis who discovered the ridiculousness of that. He stripped off the glove, got the watch properly on

and then nearly dislocated his neck trying to read the time. Col Sullivan lifted him up to the microphone to return thanks. "It's 23 minutes o' two!" shouted Francis.

### Margins of Shaft Marked

Mayor Curley lifted his son down from the truck, and the two forced their way to the sidewalk, on London st, at a spot approximately over the center of the construction shaft, which is to be the first thing dug.

The margins of the shaft were marked out in paint on sidewalk and asphalt street; by ashes over the ground of the vacant lot. The shaft is 30 by 40 feet and is to go down 40 feet or more.

Workmen had softened the earth and raked it smooth. As the chief magistrate and the chief actor went together to the spot, the crowd pressed in on them from every side. The movie operators shouted; the people out behind the ropes, seeing nothing but a row of close-massed backs, shouted and the colonel produced two beautiful silver shovels, each tied with red, white and blue ribbon, and each bearing on its handle an inscribed tablet.

### Outthrows His Father

Mayor James and son Francis took their tools, and Francis stuck his into the ground and shoved it with his foot in the true fashion of the ditch-digger.

Together they threw the earth. Francis threw farther than Jim, making a real climax of his performance by throwing one shovelful straight up. Jim got most of that.

Altogether it was Francis' day.

Of course, all East Boston and part of the city was represented in the gathering. The truck itself, on which the Hugh Drum band from the Roxbury Spanish War veterans played for half an hour before the ceremonies, was crowded with politicians.

Ex-Congressman Conry, Congressman Douglass, three representatives and a State senate, councillors, the whole East Boston Board of Trade and representatives of the Orient Heights Home Makers and of the Cunard Company, of several trust companies and other industrialists, were represented. Even the Mayor of New Haven was present.

## MAYOR ASKED TO HAVE POLICE UNIFORMED HERE

Representatives of organized labor conferred yesterday afternoon with Mayor Curley to ask the Mayor to use his influence in having the contract for the making of police uniforms awarded to a local clothing manufacturing concern.

It was said that the lowest local bidder, Leopold Morse Company, was about \$1500 higher than the lowest bidder, a Philadelphia manufacturer. The labor men told the Mayor that award of the contract to a Boston house would result in continued employment for three months for several men.

Mayor Curley informed the delegation that he would write Police Commissioner Hultman suggesting that he would be justified in awarding the contract to the lowest Boston bidder in view of employment conditions here.

# CONRY AIMS ATTACK AT MAYOR'S CRITICS

## Hyde Park Board of Trade Hears Traffic Chief

Defending Mayor Curley against the critics of his administration and declaring that the Mayor is "the best informed man in Massachusetts on governmental matters," Traffic Commissioner Joseph A. Conry told members of the Hyde Park Board of Trade last night that "we find in the city today a band of trained men who are continually nagging his honor, instead of offering some constructive suggestions as to how affairs may be improved by increasing our city income."

He declared that "this band" refused to respect the admonition of the Constitution that ours is a government of laws, but persist in their hostility to the individual.

Mr Conry spoke at the annual ladies' night of the board, held in Current Events Hall, with a long list of speakers.

"Appealing to you as business men," he said, "the direct request is made: Do you recall any instances of where these critics of the administration have made recommendations that would, if carried out, add to the income of the city of Boston? Have you ever heard of them lending their efforts toward bringing new business to Boston?"

"I submitted to the Mayor this morning a summary of the demands made by City Councillors, members of the House, State Senators and civic organizations, asking for the installation of 250 traffic signal lights in various parts of the city, estimated to cost \$800,000.

"It is quite impossible to comply with all of these demands, but unless human nature changes, the demands of the people will continue to grow and every expenditure of city money is in response to the desires of the people."

Other speakers were Representative Patrick F. Welch, Judge Thomas H. Bilodeau, Rev George W. Owen, pastor of First Congregational Church of Hyde Park; Rev Edward F. Crowley, pastor of the Church of the Most Precious Blood; Senator Max Ulin, William Anderson, secretary to the Mayor; Ivory H. Morse, an ex-president of the board; C. Thomas Griffiths and Pres Thomas F. McMahon.

Globe 3/23/31

# Mayor's Son Digs First Earth For New Tunnel



BREAKING GROUND FOR EAST BOSTON VEHICULAR TUNNEL

Left to Right—Mayor James M. Curley, Francis Curley, son of the Mayor, and Edmund L. Dolan, City Treasurer

# Ground for New Tunnel Broken by Curley's Son



Ground is broken at Liverpool and Decatur streets, East Boston, for the new \$16,000,000 vehicular tunnel by Francis Curley, 7-year-old son of Mayor Curley. The lad tossed the first shovelful of earth that actually started work on the gigantic piece of construction. The mayor is an interested spectator.

# Ground Broken for New Tunnel by Curley's Son

## Mayor Predicts Boom for E. Boston; Contractor Also Speaks

In the presence of 7000 persons, Francis Curley, 7-year-old son of Mayor Curley, dug the first shovelful of earth when ground was broken for the new \$16,000,000 vehicular traffic tunnel from London and Decatur streets, East Boston, to North square.

With a small silver shovel the young son of the city head lifted the first ground. With larger implements of the same material his father and Col. Thomas F. Sullivan, chairman of the transit commission, duplicated his act and the work of boring under the harbor from Noodle island of the North End was under way.

The Rev. William P. Whalen uttered a prayer and Sam A. Mason of the firm of Silas Mason Co., Inc., contractors, engaged to dig the 4859 feet of tunnel, spoke to the crowd. He informed the gathering that he had established a residence in Boston, that he intended to use material from Boston firms and use oston labor as far as possible.

Mayor Curley prophesied a remarkable industrial development for East Boston. He said there will be created there the greatest airport in the world. It will be the largest and most easily accessible of any, being within five minutes of the banking centre of the city.

It will have two miles of waterfront and will be the only airport capable of a landing place for the huge transatlantic flying boats of the future which, he said, Hugo Eckener and former President Stratton of Technology have foreseen.

Mayor Curley said East Boston property, both real and personal, is now valued at \$40,000,000. He told his listeners that \$35,000,000 would be spent in improvements in coming years.

Col. Sullivan then presented a suitably inscribed wrist watch to Francis Curley and the earth was broken for the tunnel.

## NOW FOR THE TUNNEL

Actual construction of the tunnel to East Boston begins today. It is a big engineering job, but there are no unfamiliar difficulties to be overcome. It will cost \$16,000,000, but will pay for itself in time. What the famous Holland tunnels under the Hudson have been for New York this new traffic tunnel under our harbor is expected to be for Boston. We spent years in discussion of the idea of a tunnel for fast traffic between the Hub and the island. We debated vigorously the alternatives of bridge or tunnel as the connecting link. More than 10 years ago a traffic count established the fact that the better traffic facilities were greatly

needed. They are much more needed today and the construction of the tunnel should help greatly in the solution of the problem of easy travel to the north.

The speed with which digging now is begun after the opening of the bids should be a good omen for the future progress of the work. We shall have to wait three years anyhow before the tunnel will be ready for use, but it is good to know that work is going forward. The tunnel will be more than a mile in length between portals, and the main bore will be exactly nine-tenths of a mile. It will be a single tube, equipped with every modern device for ventilation, with a roadway 21½ feet wide, through which cars may run at thirty-five miles an hour.

HERALD 3/23/31

## BOSTON FOURTH INDUSTRIAL CITY

Chamber of Commerce Reports 28 New Firms Have Opened Here

### MANY COMPANIES EXPANDING PLANTS

The forthcoming federal census of manufactures will place Boston fourth in importance among the 23 major industrial areas of the United States, according to a report on "Boston's Industrial Progress" just issued by the Boston Chamber of Commerce bureau of commercial and industrial affairs. Boston will be outranked only by New York, Chicago and Philadelphia.

In the Boston metropolitan area 28 new manufacturing industries have begun operations since the beginning of the year. The South Boston Iron Works has begun the manufacture of fire escapes, iron stairs, fences and a variety of architectural iron products. Three new printing establishments have opened in downtown Boston: the New England Imprinting Company, the National Cheque Service and the Service Press.

### MANY NEW CONCERNS

Lynn has the Amalgamated Wood Heel Company, now employing 50 operatives. At West Roxbury the Rual Manufacturing Company is producing a new radio set and in Brighton the Vegetable Products Company of America is engaged in dehydrating vegetables and fruits and making soup powders and vegetable flours.

Two millinery concerns, the Paramount Hat Company and the Globe Millinery & Uniform Cap Company, and two makers of waterproof clothing, the Reliable Garment Company and the New England Mackintosh Company, are new to Boston, as are the Ideal Products Manufacturing Company, making jewelry novelties, and the Elite Leather Company.

The Caneless Shoe Manufacturing Company is manufacturing a line of children's shoes in Lynn, and Everett is headquarters of the Northeastern Ice Company, which will harvest natural ice in New Hampshire and Massachusetts.

Among the expansions of existent plants undertaken or just completed, the Old Colony Gas Company is erecting a new three-story office building at East Braintree. The Wilmington Packing Company has occupied its new plant at North Woburn for the manufacture of dehydrated fish meal for use as a cattle and poultry feed. H. P. Hood & Sons Company are enlarging their ice cream plant at Charlestown and also will install considerable new machinery.

The New England Stationery Company is completing the renovation of a building in Milk street, about tripling its present space. Standard Brands, Inc., has made interior alterations at its New England headquarters in Cambridge. Hathaway Baking Company has expanded its Waltham division. The Boston Sand & Gravel Company at Cambridge and the Watertown Builders Supply Company are making important additions to their facilities for producing construction supplies. The Marmor Shoe Company, Inc., has removed from Lynn to Nahant.

TRANSCRIPT 3/23/31

## Urge Bills for Municipal Buildings in Dorchester

Legislation providing for the construction of municipal buildings in the Fields Corner and Franklin Field sections of Dorchester, was urged today by speakers before the legislative committee on Municipal Finance at a hearing on petitions introduced by Senators Joseph Finnegan and Max Ulin and Representative Julius Soble, all of Dorchester.

Senator Finnegan told the committee that Dorchester, with a population of 200,000, has only one municipal building on the Roxbury-Dorchester line. This building, he said, is not centrally located and is of little use for the residents of Dorchester. Fields Corner, he declared, is as close to the center of Dorchester as any other point and felt that the construction of a municipal building at that point is needed and that now is the logical time for the erection of the building. Its erection, he said, would to some degree relieve the unemployment situation in the district. In regard to the cost of the project he told the committee he would not press his bill to authorize the city to borrow money outside the debt limit if he could be shown that there was enough money inside the debt limit.

Representative Lewis R. Sullivan, appearing in favor of the bill, felt that the Fields Corner section was the most logical place for the erection of the building and told the committee that there is plenty of city-owned land which could be utilized. The existing rapid transit system, he said, would make the building accessible to residents of all sections of Dorchester. The measure was also favored by Representative Frank J. McFarland and John J. Hurley of Dorchester, and City Councillor William Fish.

Although not opposing the construction of a building in the Fields Corner section, Senator Ulin expressed the belief that the Franklin Field section is the logical point for such a building. Dorchester, he said, is rapidly growing but the growth is toward the Mattapan and Milton districts. He told the committee that Mayor Curley and Park Commissioner William P. Long favored the erection of a building at this point and maintained that a building on Franklin Field would be accessible to residents of all sections of Roxbury and Dorchester. Representative Soble and City Councillor Israel Ruby favored the Franklin Field bill. The Dorchester Board of Trade was placed on record in favor of the Fields Corner bill but also supported the construction of municipal buildings in other sections of Dorchester.

TRAVELER 3/23/31

## KEEP WAGES UP, URGES CURLEY

May Claims Pay-Slashing and Economy Not Ways to Prosperity

Addressing a group of members of the Boston City federation today in the city council chamber, Mayor Curley declared continuation of a high wage, not economy or a slashing of wages, is the one solution for the present depression.

"The prosperity of America," he said, "is dependent on the created wealth of the American people and not on the prosperity of Europe. The period of depression could have been prevented had the authorities possessed the courage to meet the situation at the proper time. The solution is not economy or the slashing of wages, even though some business men and a former Governor so declare. When wages are high people spend. Continuation of high wages is the solution."

## GLOBE 3/23/31 CURLEY SAYS HIGH WAGES THE SOLUTION

Addresses Women of City Federation

The present period of depression could have been prevented if those in authority had had the courage to meet the situation, Mayor Curley said this forenoon in the Council chamber at City Hall, where he addressed a gathering of about 75 well-known women members of the Boston City Federation.

Mayor Curley told the women that the solution of the program of industrial depression is not economy and the slashing of wages, even though some business men and some of the former Governors of the State believe it is.

The prosperity of America, said Mayor Curley, is dependent upon the created wealth of the American people, not on the prosperity of Europe. When wages are high the people spend lots of money, and that is why a continuation of high wages is the one solution.

## Ground to Be Broken For the Tunnel Today

Ground will be broken this morning for the new East Boston tunnel by the Mayor's 7-year-old son, Frank Curley, at ceremonies to be conducted by the East Boston board of trade at Liverpool and Decatur streets.

## Lack of Funds Halts Work at Boston Airport

**Up to State Legislature Whether Boston Will Have an A1A Airport This Year**

Lack of funds has again halted work at the Boston Airport and whether Boston will have its long desired A1A municipal field rests with the Massachusetts Legislature. Last Saturday, nearly three months ahead of contract time, the Bay State Dredging Company finished the approximately twenty acre fill started last November. While this will safely lengthen the Northwest take off over hangars and buildings of East Boston, it falls short of completing the 2500 foot runways in six directions required by the Department of Commerce for an A1A rating.

David J. White, president of the Bay State Dredging Company, said that 525,000 cubic yards of fill has been completed and that his concern is ready to go ahead with further filling if additional funds are available. Commissioner William P. Long, chairman of the City Park Department, said the city was ready to go ahead as soon as additional funds were available and that the city wanted to get underway at once in order to greatly increase the field before the Army Air Corps demonstration here on May 24.

"This time we want to fill in two million, two hundred thousand cubic yards," said Commissioner Long. "We want to fill in out to all the bulkheads. Unless we complete the fill to the Southeast beyond Colonial, Governor's Island will be of little value to us. We need \$2,250,000 and we are now waiting for the Massachusetts Legislature to see that we get it."

### Start in Three Weeks

Commissioner Long added that if it could be obtained immediately, more filling could be started in three weeks. With the completion of the fill Saturday night, Captain Albert L. Edson, superintendent of the Boston Airport, is making arrangement to have the fill surfaced as soon as it has sufficiently settled and dried out.

This fill will do much to eliminate the dangers of crowded conditions which have already become evident on Saturdays. With spring already here, and good flying weather just around the corner, the question of congestion will be even more serious and the field cannot be completed to its ultimate size too soon to keep pace with the steadily increasing traffic.

Commissioner Long expressed disappointment that the present fill had to be started on the other side from Colonial and that the North and South runway has not been widened. This is much needed for safety of operation. The city has completed all the other requirements except one, for the A1A rating. This is the white circle to be located at intersection of the principal runways and waits the completing of the fill before it is put in. A temporary circle can be put down in a few hours and a permanent circle will take but a few days. So the city awaits the State to complete what will be, in absolute truth, one of the finest airports in the world.

## Tunnel Dream of 83 Years Is Now Realized

**Mayor Curley's Boy Turns First Sod in East Boston for \$16,000,000 Proposal**

With the customary exercises of congratulation the first sod was today turned for the construction of the \$16,000,000 East Boston traffic tunnel. More than 3000 men, women and children stood on London and Decatur streets, East Boston, or peered from windows and house-tops, while Mayor Curley spoke of the significance of the enterprise to the district and his son, Francis Curley, seven years old, dug the first spadeful of earth.

The most pleasing feature of the day was the announcement from Samuel Mason, president of the Silas Mason Company of New York, winners of the contract, that he had taken residence in Boston and would see to it that Boston labor and products would be used on the job so far as possible. As an earnest of the company's desire to help the city, a contract had already been placed with a Boston firm of the shield to be used in the underground tube.

A stand had been erected at the corner of London and Decatur streets for the accommodation of the guests of the day. The American flag was suspended from the front. The crowd surged into the lot made vacant by the necessary destruction of several buildings, and it was there that the youthful Curley took the silver-tipped spade for the work which movie photo men and the newspaper photographers will emblazon over the country. Mayor Curley assisted the boy, handled the spade himself and then passed it on to the transit commissioners for their share of the honors of the day.

The exercises began with prayer by Rev. William B. Whalen, pastor of the Church of the Holy Redeemer. Presiding was Colonel Thomas F. Sullivan of the Transit Commission, who announced that the work in hand was the largest public project ever conceived by the city of Boston. The present contract calls for the excavation 4850 feet in length, extending from the East Boston location to North square underground. He referred to the Silas Mason Company as pioneers in great projects of tunnel and bridge-building from Virginia to the Far West. During the Civil War the firm erected bridges over which Federal troops were rushed into the South. It has just completed the foundations for the Fort Lee Bridge, New York, and a tunnel under the East River. Colonel Sullivan thought the city fortunate in having a company with such high reputation for the East Boston tunnel contract.

Mayor Curley, introduced by Colonel Sullivan as "the greatest builder of a generation," as "Father of Our Rapid Transit Extensions" and as "the strong backbone of the Transit Department during the years that it has spent \$60,000,000 without criticism," remanded his hearers that the project under way had been considered since 1844. He referred to the interest of public men in either a tunnel

or a bridge from Boston proper during these years, mentioning Joseph A. Conry, once member of Congress from East Boston; John J. Douglass, the present Congressman; Councillor Timothy Donovan and Representative Hearn, Barker and Sullivan, as working hard for its accomplishment.

Speaking of the value of East Boston property as 40,000,000, the mayor declared his conviction that in the next few years, with the great development of the East Boston Airport and the street and park projects contemplated, the total expenditures in that district would approximate \$35,000,000. He pleaded for men of vision to induce industry to locate in that section, saying that if more industries are attracted there would be a building boom beyond the imagination of the present generation to visualize.

Councillor Donovan spoke briefly of the joy that was his in seeing the dream of years under accomplishment, and at the conclusion of his remarks Colonel Sullivan presented the youthful Curley with a wrist watch on behalf of the Transit Department, speaking of him as "a worthy son of a worthy father." After the mayor had pinned a union button on his son's lapel, the party descended from the platform and took its position in the center of the vacant lot where the first spadefuls of earth were shovelled. Finally, the band played "The Star-Spangled Banner" and the crowd dispersed.

Mayor Thomas A. Tully of New Haven and General James J. Haggerty, who is in charge of the State armory, were visitors at City Hall today. They received the wooden keys to the city and were the mayor's guests at luncheon. They accompanied him to East Boston for the breaking of ground for the tunnel.

## Economy Not Solution—Curley

Mayor Curley told seventy-five women members of the Boston City Federation, who were visitors at City Hall today, that he believed the present period of depression could have been prevented if those in authority had had courage to meet the situation. He said he believed the solution of the problem was not economy and the slashing of wages, even though some business men and one of the former governors of the State believe that economy is the proper course.

The prosperity of America, Mayor Curley said, is dependent upon the created wealth of the American people and not on the prosperity of Europe. He pointed out that when wages are high people spend money, and for that reason continuing high wages is one solution of the problem.

# MAYOR AND SON START DIGGING ON TUNNEL

Crowd of 2000 Witnesses  
Ground-Breaking for \$16,-  
000,000 Project

Seven-year-old Francis Curley and his father, the mayor, shared honors at the ground-breaking for the \$16,000,000 under-the-harbor traffic tunnel today on the East Boston side.

The project is now officially under way.

Mayor Curley outlined \$35,000,000 in projects, including the tunnel, which will be completed in about three years, all of benefit to East Boston.

His son, however, was much more interested in the watch which was presented to him by East Boston residents and businessmen as a memento of the occasion.

## HE KNOWS HIS TIME

"It's just 25 minutes to 2," said Col. Thomas F. Sullivan, transit commission chairman, as the ground-breaking was about to begin.

"No, sir," said Francis, looking at his watch. "It's 23 minutes of." And he repeated, square into the microphone: "Twenty-three minutes of 2; let's go!"

With a shovel half as large as those carried by his father and Col. Sullivan, the boy turned over the first ground and cast the dirt aside.

The three shovels were of silver, appropriately be-ribboned, as Francis proudly bore his aloft as he left the scene.

A promise that Boston labor and materials will be used as much as possible was made by President Samuel Mason of the New York firm which has the contract for the tunnel.

The festivities, signaling the biggest event in East Boston since the airport was established there, were attended by 2000 persons.

## LISTS HUGE PROJECTS

Mayor Curley, speaking from a platform decked with bunting and the city and national flags, listed the following assured projects:

Airport development, \$7,500,000; Orient Heights boulevard, \$1,250,000; highway to airport from tunnel, \$1,250,000; state highway from Revere to the tunnel, \$2,500,000; tunnel, \$16,000,000; miscellaneous, more than \$6,000,000.

"The total is approximately \$35,000,000, which is within \$5,000,000 of the total valuation of all the property in East Boston today," he said. "Here, also, will be situated the best airport only five minutes from downtown Boston."

"I say the best because Dr.

# MAYOR GREETES CLUBWOMEN



Seventy-five women, members of the Boston City Federation representing 30,000 persons, were welcomed on a visit to City Hall by Mayor Curley today. During a talk to the women Mayor Curley scored "wage cutters." The mayor is shown with Mrs. Willard Woodbury, president of the federation. (Staff photo.)

Hugo Eckener and others predict huge hydroplanes crossing the ocean, planes that will require a mile straightaway to land, and when we get through at Governor's island we will have a waterway 2½ miles long beside the airport."

Rev. William B. Whalen, pastor of the Church of the Most Holy Redeemer, said the invocation.

# CURLEY SCORES WAGE CUTTERS

The solution of the problem brought about by the present period of industrial depression is not by practicing economy and cutting wages, even though the average business man and some of our former Governors believe so, Mayor Curley said today.

The mayor made this statement while addressing a group of 75 women members of the Boston City Federation, an organization representing 30,000 persons affiliated with clubs and civic organizations of this community.

"We are the richest country in the world," the mayor said. "The prosperity of America is not dependent upon the prosperity of Europe. It is not dependent upon our imports or exports. It is dependent upon the created wealth of the American people; upon the wages they earn. When wages are high our people spend a lot of money. A continuation of high wages is the only solution of this problem."

"This period of depression, in my opinion, could have been prevented if those in authority had had the courage to meet the situation."

AMERICAN 3/23/31

# CURLEYS STARTING TO SHOVEL UP \$16,000,000 JOB

CITY TREASURER DOLAN



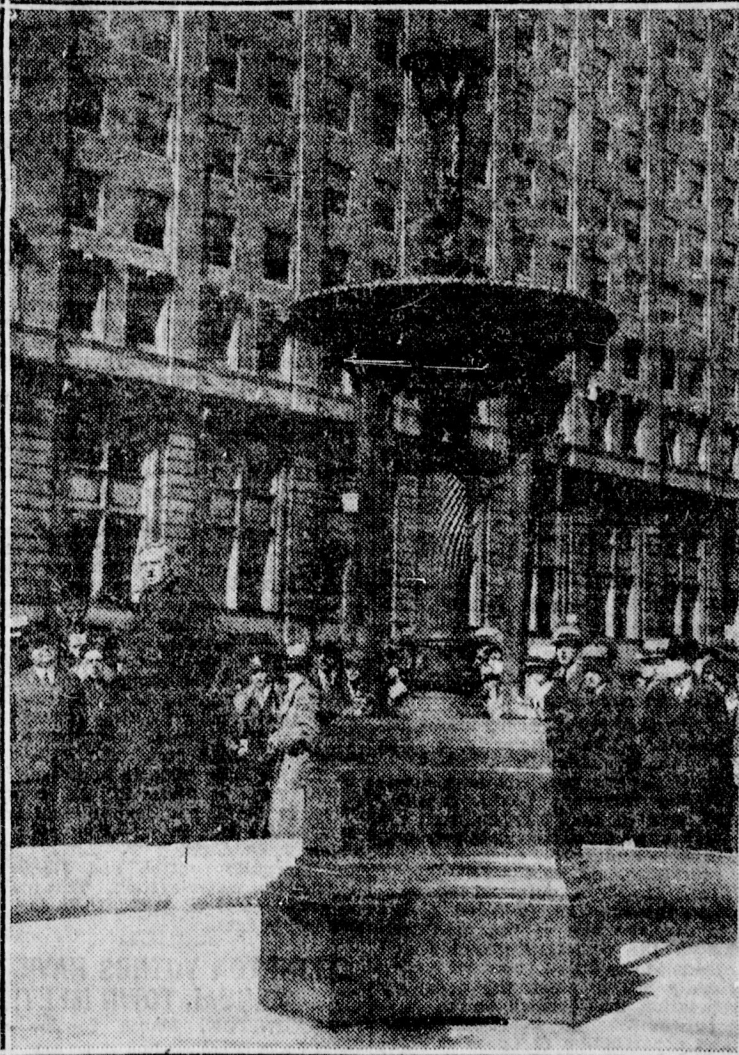
MAYOR CURLEY

FRANCIS CURLEY

COMMISSIONER SULLIVAN

**EAST BOSTON VEHICULAR TUBE IS STARTED WITH BRILLIANT CEREMONY**  
Mayor Curley and his son, Francis, shown breaking ground in East Boston for the \$16,000,000 tunnel under the harbor. They used silver shovels. A crowd of 2000 witnessed the ceremony, with other officials and the contractor taking part. Hundreds of jobs are assured on the vast project to unemployed laborers and mechanics. (Staff photo.)

## BRONZE FOUNTAIN, MEMORIAL TO E. M. STATLER, UNVEILED



MAYOR CURLEY (LEFT) DELIVERING SPEECH AT DEDICATION OF E. M. STATLER MEMORIAL IN STATLER PARK

A handsome bronze statue, memorial to the late E. M. Statler, resting on a marble pedestal in Statler Park at Columbus av and Stuart st. was unveiled in the presence of 100 persons this noon. Mayor Curley and Frank A. McKowne, for the hotel interests, mainly participating in the exercise which followed.

The city originally created the park,

and now the hotel management has further beautified it by furnishing this fine fountain. In a brief dedicatory address, Mr McKowne paid warm praise to Mayor Curley's helpfulness and his success in persuading Mr Statler at the time to build in Boston. Mayor Curley as warmly praised Mr Statler, the man, and his enterprises.

Lunch was served at the Statler following this ceremony.

## TO PRESENT HIGGINSON BUST TO MAYOR CURLEY

Officials of Symphony Hall will present a bust of Henry L. Higginson to Mayor Curley in the Mayor's office at City Hall at 11:30 tomorrow morning. The bust is a replica of the bronze bust in Symphony Hall, and it will be placed in the Municipal Building at Shawmut av and West Brookline sts, South End, in the hall named for Mr Higginson. Mr Higginson founded the Symphony Orchestra, about 50 years ago.

## PRaises CURLEY'S WORK FOR PORT OF BOSTON

Mayor Curley today received the following letter of congratulation from H. Ainsley Highman, general agent of the French Line steamships in New England:

"Will you permit me to express the grateful thanks of both the French Line and myself for the most excellent speech you made on our vessel, the France, on Saturday last, and also for your kindly cooperation in every way. It was, indeed, a memorable occasion for both the port of Boston and the French Line, and you can rest assured that we will take every opportunity of reciprocating your kindness whenever the occasion arises.

"I do not think that the citizens of Boston realize the tremendous service that you are doing for the port of Boston by aiding the various steamship companies in the cooperating manner that you have done. I do not think there is a Mayor in any city in the United States that has done more for the shipping than you have, and I should like to take this opportunity of heartily congratulating you on the success you have achieved up to date, and for the future."

## CURLEY PLANS TRIP TO FRANCE IN MAY

## Mayor Accepts Invitation From City of Paris

Mayor Curley announced yesterday afternoon that he had accepted the invitation of the French Government to be the guest of France during May.

He expects to sail from Boston on May 10, accompanied by his daughter Mary. Mayor Curley added that he would like to take his sons along with him, but their attendance at school prevents them from making the trip.

Mayor Curley yesterday received a communication from Jean de Castellane, president of the Municipal Council of Paris, inviting him to be the guest of Paris at the International Colonial Exposition, which will open early in May to continue through the following October.

CHOBE 3/24/31

# MAYOR CURLEY TALKS AS WORK STARTS ON EAST BOSTON TUBE



In North sq.

## Cheers for Mayor Curley

Representative Barker led the cheers for Mayor Curley as the chief magistrate mounted the rostrum. Col Thomas F. Sullivan, chairman of the Transit Commission, stepped to the microphone and introduced the speakers.

He first presented Fr Whalen of the Church of the Holy Redeemer, who prayed for the blessing of God upon the work and the workmen in this great new project.

The next speaker was Samuel Mason, fourth of his family in succession to be president of the Silas Mason Construction Company, which is building this section of the tunnel that passes under the harbor.

Mr Mason complimented the Transit Commission on earning an enviable reputation of getting 100 percent value for the taxpayers, and withal of acting with fairness to all. He pointed out that the first act of his company on receiving the award of the contract, was to order the great shield that will do the boring, from a Boston company. He said his company is to be now a Boston company, setting up its independent office here, and that he himself is living here and will live here until the work is finished.

## Mayor Curley's Address

Mayor Curley began by saying that this tunnel project has actually been under consideration since 1844, when Robert Gourleigh, the great city planner from Scotland, came to this country and made surveys of Boston and New York.

For Boston he recommended that no street be permitted, less than half a mile long, unless it was at least 60 feet from curb to curb. For streets more than half a mile and less than a mile long, he recommended 80 feet in width; streets longer than one mile should be 100 feet broad. He also

recommended either a bridge or a tunnel to East Boston, and preferred the tunnel.

"I have dreamed in a large way of East Boston, and I believe that my dream will be fulfilled. I look confidently to see, within five years, an appreciation of values of 100 to 300 percent," he said.

"The total valuation of East Boston, land and buildings, is \$40,000,000. How many of use here today realize what the consummation of this tunnel project is going to mean?"

## \$35,000,000 Projects

"Already \$7,500,000 have been expended by public and private sources at the Airport. There is now up a bill calling for \$1,125,000 for a strandway, Orient Heights to Winthrop, and \$500,000 for a boulevard, Porter st, from tunnel to Airport. The turning over of Governor's Island to the city means \$1,125,000 to be spent this year for reclamation, and the State Boulevard will cost \$2,500,000. This tunnel calls for \$16,000,000; I estimate the total to be expended by public and private sources in three years will be \$35,000,000, or within \$5,000,000 of the total valuation.

"What are we going to get for it? Well, first, the largest and best Airport in the whole world within five minutes from the heart of the financial district.

"The scientists expect to see hydroplanes carrying 300 passengers each and doing the passage from Europe to America in 30 hours within a few years. Such hydroplanes need spillways a mile long to land. We've got it.

"This tunnel ought to be the forerunner of a great development, not only here, but all over our city."

# WORK FOR 200 MEN ON STREETS

## Mayor Acts to Relieve Unemployment

Mayor Curley said this noon that he had authorized the temporary employment of 200 men to engage in an advance street-cleaning campaign a little earlier than usual. At the same time Mayor Curley instructed Park Commissioner Long to begin at once any contemplated work, in an effort to reduce the unemployment rolls.

## MAYOR GIVEN PRINTS OF 2 FAMOUS BUILDINGS

Barnard J. Lewis, treasurer and general manager of the Stetson Press, Inc, of Boston, this morning presented prints of Faneuil Hall and the State House to Mayor Curley at his office in City Hall.

In presenting them, Mr Lewis said, in part, "In looking about for subjects to be reproduced, our thoughts, being Bostonian, naturally ran to the thought of getting a print of Faneuil Hall, and to keep it company we thought of the State House, with its Bulfinch front. It then occurred to us that we ought to make a presentation to Mayor Curley. In recognition of his truly fine record as Mayor of the city of Boston, and because of his interest in the workers within the city, it occurred to us that he should logically be the recipient of these prints, for his personal use.

"In a sense, these two views I regard as being somewhat symbolic in this case, because Faneuil Hall, being the 'Cradle of Liberty' justifies his honor's independent thought and constructive action for the good of all within the city. The State House suggests to me the hope that the people of the Commonwealth will wish to retain Mayor Curley's valued services for many years to come, and will present him, for his occupancy, the Governor's chair at the State House."

## CONTRACTS AWARDED FOR PAVING CITY STREETS

Mayor Curley today announced the award of contracts for the paving of the city streets. The contract for district 1, that part of the city north of Columbus av, was awarded to the Central Construction Company, the lowest bidder at \$118,705. The same concern was the lowest bidder for what is known as district 2, or that part of the city south of Columbus av.

The contract, however, on recommendation of Public Works Commissioner Rourke, was awarded to M. F. Gaddis Company, which was \$118,845 or just \$140 above the Central Construction Company's proposal. The Mayor and commissioner believed that it would be better to award the contracts to two separate concerns. The contracts awarded today show a decrease of 10 cents per yard from 1926 and 3 1/2 cents reduction over last year.

# Curley's Son Turns First Dirt— Mayor Forecasts \$35,000,000 East Boston Development



FRANCIS CURLEY, SON OF MAYOR, TURNING FIRST DIRT FOR EAST BOSTON VEHICLE TUBE

In the center of a laughing, cheering crowd, with the movie cameras chattering at him and the "stills" popping, Francis Curley stood by his father's side.

day afternoon, and dug a bright new silver shovel into the soft earth of the sidewalk at London and Decatur sts. East Boston, and started the work on the new traffic tunnel.

plainly that he is destined for public life. Neither the noise of the crowd nor the buzz of the cameras disturbed him. He had a new wrist watch on; he had a beret on his head; he had a pea-jacket with brass buttons, brand-new brown gloves and a smart necktie. Given all this and permission to dig in the ground, what boy wouldn't be happy?

## Mayor Curley Speaks

For half an hour or more, Francis had stood in the front line of a dense crowd on the truck that served as a speakers' platform and had listened to Col Thomas Sullivan, chairman of the Transit Commission, as he introduced the various speakers.

Finally Col Sullivan turned to what he termed "the pleasantest feature of this meeting."

## Watch Given to Francis

At this moment, somebody shoved a chair forward, and the colonel lifted the boy up and stood him on the seat. The crowd set up a cheer.

Col Sullivan told the boy that it had been determined that he ought to have a souvenir of the occasion, and also he ought to have some way of being sure of being on time at public meetings. He thereupon held out the silver wrist-watch and bracelet and tried to push it on to the boy's wrist over his glove.

It was Francis who discovered the ridiculousness of that. He stripped off the glove, got the watch properly on, and then nearly dislocated his neck trying to read the time.

Col Sullivan lifted him up to the microphone to return thanks.

"It's 23 minutes o' two!" shouted Francis.

Mayor Curley lifted his son down from the truck, and the two forced their way out to the sidewalk on London st, at a spot approximately over the center of the construction shaft, which is to be the first thing dug.

## Outthrows His Father

Mayor James and son Francis took their tools, and Francis stuck his into the ground and shoved it with his foot in the true fashion of the ditch-digger.

Together they threw the earth. Francis threw farther than Jim, making a real climax of his performance by throwing one shovelful straight up. Jim got most of that.

Altogether it was Francis' day.

The crowd began to gather around the street intersection early, for there was a bright sun and a cool Easterly breeze. Capt Archibald F. Campbell marched a detail of 27 policemen from the East Boston division, under Sergts Barthell and Spinney, over to handle the crowd, and it soon became necessary to rope off the space.

## Representative Parker Sings

The drum band from Roxbury Post, Spanish War Veterans, took its place on the gaily draped truck that served for a speakers' rostrum, and Representative William H. Parker helped out by singing popular songs to the accompaniment of the band.

It was difficult to visualize from the rude rectangle painted on the pavement, in a slightly catcornered position to the street, a yawning 30 by 40-foot pit, 40 feet deep, in the southwestern edge of which the giant circular shield is to be set up and pushed down by a big giant under the new tunnel.

RECORD

3/24/31

## \$16,000,000 East Boston Tunnel Started



Mayor James M. Curley speaking to large gathering of residents and city officials who were present yesterday at London and Decatur sts., East Boston, when little Francis Curley, center, turned the first shovelful of dirt as first step in construction of the new \$16,000,000 vehicular tunnel. City Councillor Timothy Donovan of East Boston is shown at right.

HERALD

3/24/31

## Norton Hits Firemen's Band Drive; Codman Then Threatens Attackers

Charges by Councilman Clement A. Norton yesterday that solicitors of the \$100,000 endowment fund to insure the permanency of the fire department band are misrepresenting the purpose of the fund by declaring that the campaign is directly intended to benefit the Firemen's Relief Association, last night brought from Russell S. Codman, Jr., chairman of the governors of the Boston Fire Department Band, Inc., a threat of proceedings against "politicians who make improper reflections on the band."

The city council ordered Fire Commissioner Edward F. McLaughlin, who is the executive president of the band corporation, a private organization, to report the facts about the campaign to gain the endowment fund.

Mayor Curley declared that he was not aware of any activity in behalf of any endowment fund. He added that there is no connection between any campaign now in progress and the Firemen's Relief Association.

Chairman Codman, who was defeated for the city council in 1929, admitted that the move to obtain the endowment fund by solicitation was inaugurated when Mayor Curley was vacationing in Florida, but he stressed the fact that the sponsors and the officials of the band corporation are actuated solely by a desire to maintain the band permanently, and to utilize the organization to gain funds for the relief of dependents of firemen who are killed or injured while in the performance of duty.

Mr. Codman said that the band would give a concert in April to obtain funds for the families of three firemen who were killed while on duty.

handled by the officials of the band corporation and Codman added that the purpose is to add to the measure of relief extended by the firemen's association and by statutory legislation.

"I'm not a bit interested," said Codman, "in any cheap talk by politicians. They don't concern me in the slightest. But if they make representations which in any way reflect on the band, they will be held to account."

The department band was organized by Commissioner McLaughlin. In recent months Codman, who is one of the best known "sparks" in Boston, has enlisted the aid of a large group of men and women prominent in business and socially to become actively identified with the promotion of the department musical organization, which numbers about 150 permanent firemen.

In his demand for a report from Commissioner McLaughlin about the activities of solicitors, Councilman Norton said: "The business men of the city have been asked for about enough. I would like to know from the commissioner if he has made a contract with these solicitors and what percentage of the collections they are to receive, just what specific purpose the money is to be used for, and whether or not any of it is to go into the firemen's relief fund, which is doing a splendid work caring for disabled members. It has been reported to me that solicitors are claiming that a part of the money, or all of it, is to go into the firemen's relief fund."

"That positively is not so," said Codman, when told of Norton's charge. "There has been no representation made that any part of the contributions is to be turned over to the Firemen's Relief Association."

## Curley Will Be Guest of France

Mayor Curley, accompanied by his daughter, Miss Mary Curley, will sail for France May 10 aboard the Ile de France, to be guests of the French government for one month.

During the visit they will be guests of Paris officials at the International Industrial Exposition which opens in May.

GLOBE 3/24/31

## NEW CENTRAL DORCHESTER MUNICIPAL BUILDING SOUGHT

Legislation providing for construction of municipal buildings in the Fields Corner and Franklin Field sections of Dorchester was advocated yesterday before the Legislative Committee on Municipal Finance. The committee had before it petitions of Senator Joseph Finnegan, Senator Max Ulin and Representative Julius H. Sobie.

Dorchester, Senator Finnegan told the committee, has a population of 200,000 and has only one municipal building, on the Roxbury-Dorchester line, which, he said, is of little use for the residents of Dorchester. He favored Fields Corner as a site.

Senator Ulin expressed the belief that the Franklin Field section is the logical point for such a building.

Representative Sobie described the Franklin Field location as ideal. City Councillor Israel Ruby urged favorable action on the measures.

The committee reported adversely on the bill of Representative Eliot Wadsworth of Boston to authorize cities and towns to appropriate funds for providing employment during the period of business depression.

HERALD 3/24/31

## CURLEY TO DEDICATE STATLER FOUNTAIN

The fountain in Statler park, given the city by the late E. M. Statler, will be formally dedicated by Mayor Curley today. Exercises will be held at the park at 12:30 noon.

In recognition of the establishment of the park during the previous administration of Mayor Curley, the fountain was donated by Mr. Statler, but there has never been any formal acceptance and Mayor Curley has arranged for the dedication of the gift to the memory of the hotel promoter.

## CURLEY HITS FULLER'S POLICY OF ECONOMY

Conditions Can Not Be Aided by This Practice, He Tells Clubwomen

The judgment of ex-Gov. Fuller that economy should be practiced in public expenditures was sharply criticised by Mayor Curley yesterday during an address to 75 women of the Boston City Federation about governmental problems.

Speaking of conditions due to depression the mayor said: "It is my opinion that conditions cannot be relieved or aided by the practice of economy or by the cutting of wages even though some business men and some of our former Governors believe that relief can be brought about in that way."

## EAST BOSTON TUBE STARTED

Mayor and Son Break  
Ground for Vehicular  
Tunnel

### CURLEY VISIONS BIG LAND BOOM

Coincident with the actual start of the construction of the East Boston traffic tunnel, yesterday, the transit commission, after investigation of a report which gained wide circulation and attracted much comment, denied that Negroes from outside of Boston constitute the force which Silas Mason & Co., Inc., of New York has assembled for the job.

The unqualified statement that Boston citizens will be given preference in the employment of workers and that as far as possible all materials will be purchased in Boston was made, at the exercises, in connection with the turning of the first shovel of earth, by Sam A. Mason, president of the contracting firm, who has already established a residence here.

#### EXCAVATION BEGUN

At the end of the exercises, work was begun on the excavation for the shaft at London and Decatur streets, East Boston. The excavation will be 35 by 45 feet and of a depth of 45 feet and as soon as the shield which has been purchased of a Boston concern is assembled, and a compressing plant, tool house, quarters for the "sandhogs" and other essential equipment are completed, the excavating for the tunnel will be begun. Several weeks will elapse before preliminary work is completed.

Mayor Curley was the principal speaker, yesterday, and he devoted his address, which was heard through amplifiers by 7000, to a prediction of the unprecedented commercial and industrial development which East Boston is certain to enjoy.

He visualized the landing at the airport of huge hydroplanes, with passenger carrying capacity of from 200 to 300, which will span the Atlantic in 30 hours, and quoted Hugo Eckener and Dr. Samuel W. Stratton of Tech as authorities for the forecast about the ultimate development in oceanic air travel.

Col. Thomas F. Sullivan, chairman of the transit commission, presented the Rev. Fr. William B. Whalen, who offered prayer; President Mason of the contracting firm, and Councilman Timothy F. Donovan.

#### REAL ESTATE BOOM

The mayor predicted that real estate in East Boston will appreciate from 100 to 300 per cent. in five years, that undeveloped land will be converted into industrial sites, and that the commercial prosperity which the district formerly enjoyed will be regained.

## MAYOR BREAKING GROUND FOR TUNNEL



Left to right—Mayor Curley, Francis Curley, 7, and City Treasurer Edmund L. Dolan.

He compared the total valuation of \$40,000,000 of East Boston with expenditures for permanent improvements completed, in progress or in prospect, of \$35,000,000, with the \$16,000,000 tunnel project heading the list and the proposed \$500,000 Porter street boulevard to the airport stressed as a major factor in the upbuilding of the district.

Regarding the completed airport the mayor said that it will be the most accessible, the largest and the best in the world, and the only flying field in the United States within five minutes of the financial district of a large city. He emphasized the value of the frontage of the airport along 2½ miles of waterfront in connection with the hydroplanes of the future.

Before 7-year-old Francis Curley, son of the mayor, used a miniature silver shovel to break ground for the tunnel, Col. Sullivan, in behalf of the transit commission, gave him an inscribed silver wrist watch. The youngster held up the party for a couple of minutes while he examined the watch to make certain that it was a regular timepiece, and then he told the gathering, through a microphone, the correct time.

Following the exercises Mayor Curley entertained 50 guests at lunch at the Parker House. Among them were Mayor Thomas A. Tully and Gen. James J. Haggerty, of New Haven, who were guests of the city yesterday.

### BOSTON FIRM GIVEN \$40,000 POLICE ORDER

Although a Boston concern's bid for \$40,000 worth of police uniforms was \$1500 higher than that of a Philadelphia clothing manufacturer, Mayor Curley, in order to provide three months' steady employment for Boston workers, yesterday awarded the contract to the local firm. The mayor's action followed the urgent request of Nathan Sidd, president of the Boston Central Labor union, that the uniforms be made here in the factory of the Leopold Morse company, because of unemployment among clothing workers.

### CONRY PAYS TRIBUTE TO MAYOR CURLEY

Mayor Curley was termed the "best informed man in Massachusetts on governmental matters" by Traffic Commissioner Joseph A. Conry who spoke last night before 300 members of the Hyde Park Board of Trade at the Current Events clubhouse in Hyde Park.

Other speakers beside Commissioner Conry, who represented Mayor Curley, were Judge Thomas H. Bilodeau, the Rev. Edward F. Crowley, the Rev. George W. Owen and State Senator Max Ulin.

POST 3/24/31

# ASKS DATA ON BAND OF FIRE DEPT.

## Council Wants Report of Fund; "Spark" in Reply

A short time after the City Council passed an order yesterday asking for information relative to an alleged contract to collect \$100,000 as an endowment fund for the Boston Fire Department Band, Russell S. Codman, Jr., champion of the band and one of the city's outstanding sparks," frankly stated that the money was being raised to make the band a permanent institution and cautioned the "politicians" that they would be held accountable for anything they said reflecting on the band.

### NORTON ASKS ORDER

The band order was offered by City Councillor Clement A. Norton and provided that Fire Commissioner Edward F. McLaughlin furnish the body information through the Mayor about the circumstances of collecting the money. He backed up his order with a heated speech in which he stated that the business men of the city had been called upon to pay about enough.

He said that it was his understanding that three men, E. Z. Parker, Raymond H. Elm and a man named "Bonma" were soliciting funds and stating the money was to go to the Firemen's Relief Fund. He called attention to the recent attempt to launch an Industrial World's Fair in Boston and stated that it appeared easy for outsiders to come here, collect money and leave again. His order for the information was passed without debate.

### Private Enterprise

Mr. Codman, when advised of the order, stated that an effort was being made to establish a \$100,000 fund, the income of which would be devoted to maintaining the band, which he held, had a civic and educational value. He is the chairman of the Board of Governors in charge of the musical unit and he stated that the organization is a private enterprise whose purpose is to give band concerts for the benefit of the widows and children of firemen, killed or injured in the performance of their duty.

"I am not at all interested in the cheap talk of any politician," said Mr. Codman, "but if they make any speeches which in any way reflect on the band, they will be held fully accountable for them."

lect funds and stated that any activities in this direction was not under the auspices of the city.

Joseph A. Conry, chairman of the Traffic Commission, last night delivered a scathing denunciation of persons who criticize the municipal expenditures of Mayor Curley and challenged the critics to point out one instance where the Mayor is at fault.

Speaking before a crowd of more than 300 men and women assembled at the annual banquet and ladies' night of the Hyde Park Board of Trade in the Current Events Club, Hyde Park, Chairman Conry did not name the critics to whom he referred, but designated some as "trained lawyers."

"You are going to have an increase in taxes," Conry predicted, "because you demand a higher standard of living than that demanded by the people of this city 20 years ago."

A specific instance of this the speaker pointed out, was the demand for traffic lights at street intersections. Paying tribute to the executive ability of Mayor Curley and eulogizing his personal integrity, Conry declared that if the President of the United States had been blessed with the gifts of the Mayor and enjoyed the same fundamental training this nation today would not be wallowing in a so-called business depression.

He challenged the critics of the Mayor to come before some civic body of citizens and specify to particular instances in which they believe the Mayor is at fault and where he has been negligent or incapable.

Conry was the official representative of the Mayor at the banquet and entertainment. A letter from the Mayor, expressing his regret at being unable to attend was read. Other speakers included: the Rev. George W. Owen, pastor of the Hyde Park Congregational Church; William L. Anderson, secretary to Mayor Curley; Thomas E. McMahon, president of the Board of Trade, who was toastmaster; former President Ivory H. Morse; Thomas C. Griffiths, first vice-president; Representative Joseph A. Logan, and City Councillor Clement A. Norton.

The Rev. Edward F. Crowley of the Church of the Most Precious Blood, Hyde Park, said grace before the dinner. In connection with the occasion which also marked the 30th year of the organization's existence, there was an extensive programme of entertainment.

## HEARINGS ON CITY BUDGET WILL START TOMORROW

The City Council Committee on Appropriations will begin public hearing on the municipal budget Wednesday morning at 10 a m in the Council Chamber at City Hall. Announcement of the date was made by Councillor Laurence Curtis 2d, chairman of the committee.

Mayor Curley presented his budget to the Council a week ago with the recommendation that it be given early consideration.

Globe 3/24/31

# FIREMEN'S BAND FUND ATTACKED IN COUNCIL

## McLaughlin Is Called Upon to Explain Campaign

## Codman Defends Endowment Drive as Wholly Private Project

The City Council yesterday afternoon adopted an order of Councillor Clement Norton calling on Fire Commissioner Edward F. McLaughlin to furnish through the Mayor information relative to a supposed contract to collect \$100,000 as an endowment fund for the Boston Fire Department Band, Inc.

Councillor Norton, in introducing his order, declared that the business men have already been asked for enough and said he doubted that Mayor Curley knew anything about the alleged collections.

Councillor Norton asked that the Fire Commissioner enlighten the Council as to the percentage the three collectors receive for their work, the purpose of the collections and what part is to be given to the Firemen's Relief Fund.

Mayor Curley later said he knew nothing about any efforts being made to raise any such endowment fund.

Russell S. Codman Jr., chairman of the board of government of the band, of which Fire Commissioner McLaughlin is honorary president, said that the band is a private corporation and he was not interested in what any politician had to say concerning the collection of funds for an endowment. Mr Codman said that the money was being raised to assure the permanency of the firemen's band, which he believed has educational and civil value.

## SUFFOLK COUNTY LISTING IS DEFERRED BY COUNCIL

After nearly an hour's discussion on the pro and con of the classification and compensation of Suffolk County employees in the executive session of the City Council yesterday afternoon, the Council, on motion of Councillor Laurence Curtis 2d, appointed a committee of three to compile all changes and amendments and report them at the next meeting of the Council. The committee includes Councillors Joseph P. Cox, Robert Gardiner Wilson Jr., and Joseph McGrath, president of the Council.

Councillors Wilson and Cox, who compiled the changes set forth in recommendations by various members of the Council in the amendments submitted yesterday, spoke in favor of accepting the classification. Councillors Curtis and Edward M. Gallagher pleaded that because of illness and other business they had not had sufficient time to give the county classifications the study they were entitled to.

POST

3/24/31

## The First Spadeful



### MAYOR'S SON STARTS TUNNEL WORK

Francis Curley, young son of the Mayor, with a bright silver shovel, shown as he turned the first earth and began the work of the East Boston tunnel. His Honor is at the left, also equipped with a shovel.

## SEES BOOM IN EAST BOSTON

### Mayor Speaks at Start of Tunnel Work

Property values will increase from 100 to 300 per cent in East Boston during the next five years, it was predicted by Mayor Curley yesterday afternoon when he delivered the principal speech in connection with the beginning of operations on the new \$16,000,000 East Boston traffic tunnel. His youngest son, Francis, 7, took his first step into the municipal limelight by turning the first shovelful of earth on the three-year job in a vacant lot at the corner of London and Decatur streets, East Boston.

A score of East Boston officials and a large delegation from City Hall were present at the exercises and the voices of the speakers were carried to about 5000 people who hemmed in the lot which is the site of the first shaft of the new tunnel.

The first step will be the construction of a ventilating shaft 45 feet deep.

### CITY HALL NOTES

Mayor Curley was asked yesterday by representatives of organized labor to use his influence in having the contract for making police uniforms awarded to a local clothing manufacturing concern. He was told that the lowest local bidder was about \$1500 higher than a Philadelphia concern. The Mayor stated that he would write Police Commissioner Hultman and suggest that he would be justified in giving the contract to the local firm in the interest of the unemployment situation.

Beginning tomorrow morning public hearings will be held on the municipal budget which was submitted by Mayor Curley to the City Council a week ago. The Council's committee on appropriations of which Councillor Laurence Curtis, 2d, is chairman will preside at the hearings in the Council chamber and listen to the various department heads outline their needs for the coming year.

Some definite action on the new classification and compensation of Suffolk County employees was promised at next week's meeting of the City Council after the members debated on procedure yesterday and agreed to appoint a committee to consider and compile all changes and amendments to the new schedule. The committee consists of Councillors Robert Gardiner Wilson, Jr.; Joseph P. Cox and Joseph McGrath, president of the Council.

## CURLEY OFF TO FRANCE IN MAY

### Will Attend Opening of Colonial Exposition

Mayor Curley will be the guest of the French government in May. Yesterday he stated that he had accepted the invitation which was extended to him by Jean de Castellano, president of the Municipal Council of Paris, to attend the opening of the International Colonial Exposition which will take place in Paris. The Mayor stated that he expects to sail for France on May 10, with his daughter, Miss Mary Curley. He added that the necessity of his sons attending school prevented him from taking them with him.

## Ask Leopold Morse Get City Contract

Mayor Curley yesterday urged Police Commr. Hultman to award the \$40,000 contract for police uniforms to the Leopold Morse Co. of Boston, after a delegation from the Central Labor Union, headed by Nathan Sidd, had called at City Hall and suggested such action.

The bid of the local tailoring firm was \$1500 higher than the lowest bid of a Philadelphia firm, but the labor delegates pointed out that the award of the contract to a Boston firm would keep Boston tailors employed for at least three months.

RECORD 3/24/31

TRAVELER

3/24/31



### East Boston Tunnel

**S**EVEN-YEAR-OLD Francis Curley, son of the mayor of Boston, turned over the first spadeful of earth when ground was broken yesterday for the vehicular tunnel which will connect East Boston with the mainland. The tube will be 4859 feet long and cost \$16,000,000.

It was particularly appropriate that a seven year old child should be chosen to start the work. He represents a generation to which we shall turn over the work of carrying on our community affairs. We build not alone for ourselves but for them and their sons and daughters. They will judge how well we have planned and built.

We fear that when Francis Curley grows to manhood, or even before that time, he will see that, mindful as we were of the future, we did not build as wisely as we might have built. The Boston Traveler has said, and will continue to believe, that while a single tunnel costing \$16,000,000 is an excellent improvement, it will be found insufficient for the demands upon it. We have advocated a double-tunnel, capable of taking two lines of traffic in each direction. Young Francis Curley, before many years have passed, will agree with us.

There is little difficulty in getting millions of dollars to straighten out curves in back roads out in East Gillopy, for which Boston must pay about 27 per cent. of the total cost but a real need, like a double tunnel to and from the city, is another story.

However, we congratulate Mayor Curley for getting what he could get and for going ahead with it vigorously. The improvement as planned will not only give convenience to hundreds of thousands of persons, particularly those north of Boston, but will increase property values and tax returns to the city, in addition to making ours the most accessible airport in the world.

TRAVELER 3/24/31

### CURLEY TO RECEIVE HIGGINSON STATUE

In connection with the 50th anniversary of the founding of the Boston Symphony orchestra, executives of Symphony hall will present to Mayor James M. Curley, at 11:30 tomorrow morning, a bust of the late Henry L. Higginson, one of the founders of the orchestra and a supporter for many years. The bust will be placed in the hall of the John J. Williams municipal building, at Shawmut avenue and Brookline street, which was dedicated some years ago to Mr. Higginson.

GLOBE 3/24/31

### MAYOR CURLEY CALLS ON GOV ELY

Invites Him to Attend Statler Statue Unveiling

Among the callers at the Governor's office today was Mayor Curley, who spent about 10 minutes with Gov Ely. The Mayor said he had invited Gov Ely to attend the unveiling of the Statler memorial statue and the opening next Friday of the new police "blinker" signal system.

TRANSCRIPT 3/24/31

### City Council Hits Firemen's Fund

The City Council yesterday requested Fire Commissioner Edward F. McLoughlin to report the facts concerning the campaign under way to raise a \$100,000 endowment fund to insure the permanency of the fire department band.

Councillor Norton told the Council that solicitors are misrepresenting the purpose of the fund by declaring that the campaign is directly intended to benefit the Firemen's Relief Association. Mayor Curley later said he was not aware of any activity on behalf of any endowment fund. Chairman Russell S. Codman admitted that the move to obtain the endowment fund by solicitation was started when the mayor was in Florida.

In his demand for a report from Commissioner McLoughlin about the activities of solicitors, Councillor Norton said: "The business men of the city have been asked for about enough. I would like to know from the commissioner of he has made a contract with these solicitors and what percentage of the collections they are to receive, just what specific purpose the money is to be used for, and whether or not any of it is to go into the firemen's relief fund, which is doing splendid work caring for disabled members. It has been reported to me that solicitors are claiming that a part of the money, or all of it, is to go into the firemen's relief fund."

"That positively is not so," said Codman, when told of Norton's charge. "There has been no representation made that any part of the contributions is to be turned over to the Firemen's Relief Association."

### Against Mayor Naming Police Commissioner

With Senator Michael J. Ward of Roxbury and Representative Daniel J. Moriarty of Lowell dissenting, the Committee on Cities this afternoon reported adversely on the petition of Senators Joseph Finnegan and James J. Twobig that the mayor of Boston be authorized to appoint the city's police commission. The police commissioner is now appointed by the governor.

GLOBE 3/24/31

### AGAINST MAYOR NAMING POLICE HEAD

Legislative Committee in Report Today

With Senator Michael J. Ward of Roxbury and Representative Daniel J. Moriarty of Lowell dissenting, the Legislative Committee on Cities this afternoon reported adversely on the petition of Senators Joseph Finnegan and James J. Twobig that the Mayor of Boston be authorized to appoint the Police Commissioner. The Police Commissioner is now appointed by the governor.

TRANSCRIPT 3/25/31

## More Money for Boston's Loans Inside Debt Limit

The legislative Committee on Municipal Finance reports relief in Boston's capacity to borrow within the debt limit, the bill to repeal the statute of 1916 limiting the borrowing capacity being reported favorably today.

Boston, the same as all other cities of the Commonwealth, enjoyed a debt-incurring power of two and one half per cent of its average valuation for three years until 1916 when it began to construct school buildings from the tax levy. The Legislature then decided to limit the borrowing power by \$500,000 each year as one of the real needs of loans had disappeared. The bill reported restores the former right.

Another bill filed by Mayor Curley, asking for an amendment of the law establishing a debt limit for the cities and towns within the Commonwealth was given "leave to withdraw."

"Leave to withdraw" was reported by the committee on the petition of the selectmen and school committee of Swampscott that the town be authorized to appropriate money for athletic purposes. The same report was made on a similar petition that the town of Milton be authorized to appropriate money for equipping athletic organizations composed of school pupils.

The petition of Mayor Curley that the Boston City Council, with the approval or taining to charges and increasing of fees, for licenses or permits in Boston was given "leave to withdraw."

The report of the special commission established to study the matter of fees charged for licenses and permits of which the proceeds form part of the income of cities and towns, and other matters pertaining to charges and increasing fees, was put over to the next annual session. The petition of Robert S. Leonard for an amendment of the law relative to the fees of city and town clerks was given "leave to withdraw."

GLOBE 3/25/31

## BOSTON'S SHARE CUT \$1,300,000

### State Income Tax Receipts Off 21 Percent

Boston's share of the State income tax receipts this year will be \$1,300,000 less than a year ago, according to figures quoted by City Auditor Rupert Carven, today, before the City Council Committee on Appropriations. Boston's return from the tax is estimated at approximately \$5,200,000 and the decrease is expected to contribute to an increase in Boston's tax rate.

Rupert Carven said he was told by Tax Commissioner Henry Long that the State-wide falling off in income taxes amounted to about 21 percent. With Boston's share reduced about \$1,300,000, it is expected that the Board of Assessors on April 1 will be expected to help offset the deficit.

The hearing today before the committee, presided over by Councilor Laurence Curtis 2d, was on the budget, which asks for \$38,957,837.99.

POST 3/25/31

## SCHOOLS TAKE BIGGEST PART

### City Assessing Head Speaks Over Radio

Edward T. Kelley, chairman of the board of assessors of Boston, speaking over the radio from Station WNAC last night, just a week from the date on which all city property is assessed, showed that the biggest single item in the whole rate is for public schools.

The list of items making up the \$30.80 total he gave out as follows:

For public schools	\$9.11
Public Works Department	3.58
Debt requirements	3.06
Police financing and Licensing Board	2.40
Hospital, health and institutions	2.16
Fire Department	1.83
County expenses	1.73
General purposes	1.67
Public welfare and soldiers' relief	1.45
Park and Recreation Department and cemeteries	.78
Pension funds	.73
Public library	.44
State tax	.82
Metropolitan parks (State)	.80
Metropolitan sewers (State)	.19
Miscellaneous warrant (State)	.05

### CITY MILK CONTRACTS

The bill for the milk and cream to be delivered to the Boston City Hospital in the next six months totals \$42,461.05. The contract was awarded yesterday to Herlihy Bros., Inc., the lowest bidder. The contracts for the Boston Sanatorium were awarded to the Turner Centre System, at \$12,922.94, and for the Long Island Hospital to Herlihy Bros., Inc., at \$8816.94.

### MAYOR APPROVES HYDE PARK BRIDGE CONTRACT

Mayor Curley today approved a contract for reconstruction of the Sprague-st Bridge over the New Haven tracks in Hyde Park. The New England Maintenance Company, with a bid of \$12,550, was awarded the contract. It was second low in a field of 17. The lowest bid was \$12,093, by A. Orlando, Inc.

### REPLICA OF HIGGINSON BUST GIVEN MAYOR

A replica of the bronze bust of Henry L. Higginson at Symphony Hall was presented today to Mayor Curley by the Symphony Orchestra. The bust will be placed in Higginson auditorium in the John J. Williams Building, otherwise known as the Ward 2 Municipal Building, at Shawmut av and West Brookline sts.

The orchestra representatives at the presentation were G. E. Judd, W. H. Brennan and Paul Hanson. The Public Celebrations Department was instructed by Mayor Curley to arrange for dedicatory exercises on April 19. Members of the Higginson family will be invited to attend.

TRAVELER 3/25/31

## REPORT BILL ON CITY BORROWING

A bill asking for the repeal of laws limiting the borrowing capacity of the city of Boston within the statutory limit of indebtedness was reported favorably today by the legislative committee on municipal finance. The bill would entitle the city to borrow to the full extent of the debt limit, instead of being limited to \$500,000.

unt TRANSCRIPT 3/26/31

should produce a transcontinental line along which Boston could advertise a four-day trip to Europe. He said it would appeal to the people of the country and bring business back.

In the face of such an attitude as that which the New Haven Railroad showed when it refused to risk the rental of a grain elevator which the State of Massachusetts would finance, Mayor Curley could see no progress with the railroads now controlling transportation for New England. They show no interest in Boston, he said.

Joint use of the railroads as a policy during the World War was pointed to by Mayor Curley when Representative Thomas asked him if he thought the Pennsylvania and the Baltimore & Ohio could make joint use of the New Haven railroad. This suggestion was coupled with the proposal that the Van Sweringen should get the Boston & Maine Railroad.

"Our railroad omelet is now in the making," said the mayor, "and we want to be there at the mixing to see what goes into it."

## Second Low Bidder Given Bridge Job

On the ground that the second lowest bidder, the New England Maintenance Company, Inc., would not fail to pay the prevailing rate of wages to employees, Mayor Curley today ignored the lowest bidder, A. Orlando, Inc., in awarding the contract for the construction of a new bridge on Sprague street, over the tracks of the New Haven Railroad, near the Readville station, Hyde Park. The contract price is \$12,550, or \$457 higher than the lowest bid.

## West End Business Assn. Elects Founder Leader

Michael Carchia, one of the founders of the West End Business Men's Association, was elected president of the organization at the annual meeting last night in Hotel Manger, attended by more than 150 business men and their wives. Other officers chosen are: Vice President, Peter C. Donahue; treasurer, Harold E. Hughes, and secretary, George F. Chandler. The board of directors includes G. I. Bowles, L. F. Brown, Charles F. Campbell, Samuel Campbell, James F. Casby, Dr. Nicholas DuVally, the retiring president; Harold Hughes, B. S. Michelson and Harry Stiles. Ansel Bucklin, first treasurer of the association, was made an honorary member.

DeWitt C. DeWolf, secretary to Governor Ely, represented the State, while Thomas A. Mullen, director of the commercial, industrial and publicity bureau of the city, represented Mayor Curley.

## Curley Indorses \$100,000 Band Fund

Mayor Curley approves the campaign to obtain an endowment fund of \$100,000 for the Boston Fire Department Band, Inc. Conferring with Russell S. Codman, Jr., Gordon Abbott, Jr., and Corporation Counsel Silverman, the mayor issued a statement in which he characterized as "unjust and unwarranted" the criticism of the campaign by Councilman Clement A. Norton.

Globe 3/25/31

# TO HEAR SPOKESMEN FOR COMPETING RAILROADS

## Legislative Committee to Invite Them to Give Views On Development of Port of Boston

The Legislative Committee on Transportation this afternoon voted to invite spokesman for the Van Sweringen interests, Canadian National, Canadian Pacific, Baltimore & Ohio, Bangor & Aroostook and Maine Central Railways and the Pennroad Corporation to appear before the committee at hearings set for April 1, 6, 8, 15, 22 and 27.

The committee made this decision after a hearing today at which Mayor Curley urged that representatives of the lines competing with the Pennsylvania railroad be heard on the subject of New England transportation in its relation to the development of the port of Boston.

In addition to the railroad representatives, the committee will invite brokers who hold large blocks of stock of the New England carriers, supposedly for outside railroads.

L. C. Probert, vice president of the Pere Marquette Railway and assistant to the president of the Chesapeake & Ohio, two of the railroads owned by the Van Sweringen interests, sat in the committee room while the hearing was in progress. His presence was not known by the committee and no one spoke to him. Later Mr Probert left the State House without having made himself known to the committee.

### Grain Shipments Nearly Ceased

Mayor Curley called attention to the decrease in grain shipments through this port in the past quarter of a century, saying that the cargoes dropped from a maximum of about 40,000,000 bushels 25 years ago to 4,000,000 bushels last year.

In some measure the Mayor held the local carriers responsible for the falling off in the grain business of the port, saying that the New Haven Railroad declined to cooperate with the city and the State when it was planned to construct a \$1,000,000 publicly-owned grain elevator near the South Station, on the ground that the Boston & Albany had had 1,000,000 bushels of grain for a long time in storage in Boston.

"The refusal of the railroad to do this," the Mayor went on, "is certainly not an indication that it desires to help the port of Boston."

### Believes Competition Would Help

The Mayor was confident that the grain carrying business of the port could be improved materially if action were taken designed to bring about more competition among the railroads.

He called attention to the advantageous location of this port in the transportation of products to Europe, and felt sure that the Van Sweringens, if they could secure a Boston terminal, would be much interested in the proposition, especially, he added, in view of the fact that a portion of their lines tap the great wheat fields of the Northwest.

Attention was also directed by the Mayor to the possibility of making the port of Boston a center for the shipment of American automobiles to Europe. Here again, he added, the Van Sweringens should be interested, inasmuch as one of their roads, the Pere Marquette, operates through Detroit and other automobile manufacturing cities near the Mississippi Valley.

"There is a golden opportunity presented in the present situation, providing we can capitalize it," the Mayor went on. "New England is an industrial center. Raw material must be brought in and manufactured products shipped out. We have great natural advantages enjoyed by no other port on our seaboard. The interests of the Pennsylvania Railroad are largely in Pennsylvania and New York. What justification is there for turning over the New England lines to one carrier whose interests lie elsewhere than in Massachusetts?"

### "Prosperity Followed"

"On the other hand, there is every reason to believe that the van Sweringen lines would be interested in coming to Boston. Wherever they have located progress and prosperity have followed. I suggest that they be induced to enter Massachusetts and Boston."

Mayor Curley was asked by Representative William H. Thomas of Quincy, a member of the committee, if it would not be a good idea if the committee sought the views of the Bangor & Aroostook, the Maine Central and the Canadian carriers in the subject of doing business in Massachusetts, and the reply was in the affirmative.

"Things have been too soft with our roads," the Mayor added. "The Storrow report, calling for a consolidation of the New England lines, may have been a good thing when it was made, but conditions have changed. The railroads here are now paying dividends, but are doing nothing to develop the port of Boston."

"It is time to consider a change of policy in connection with our railroad activities. Let us hear from the van Sweringens, the Baltimore & Ohio and the other roads which would be interested in doing business with us."

## Higginson Bust Gift to City



### Copy of Symphony Hall Memorial

Long-Hoped for Remembrance of Henry L. Higginson, the Founder of the Boston Symphony Orchestra, Will Be Placed in the Higginson Auditorium of the Municipal Building, South End, and Memorial Exercises Will Be Held There by the City in Connection with the Patriots' Day Celebration in Honor the Semi-Centennial of the Founding of the Orchestra

## Open Boston to Railroads, Says Curley

**Mayor Advises Legislative Committee to Express a New Railroad Policy Possibilities Ahead**

**Vote to Invite Sir Henry Thornton, Beatty, Willard, Van Sweringens and Pennroad**

By Bernard Peterson

Let the big railroad lines come into Boston and fight for the business possibilities of this port. Invite Sir Henry Thornton of the Canadian National Railways, President E. W. Beatty of the Canadian Pacific Railway, President Daniel Willard of the Baltimore & Ohio Railroad, the Van Sweringen brothers and other railroad leaders to appear before

the Transportation Committee of the Massachusetts Legislature to give their views of the railroad situation. Enlighten public opinion on the great outlook for the Port of Boston if the gates are opened so that there may be a great transcontinental line running through the heart of the country and along which the city of Boston may advertise a four-day trip to Europe in great modern super steamships.

Around these suggestions Mayor Curley painted a glowing picture before the Transportation Committee at the State House this morning. He addressed the committee by invitation. He declared that the omelet is now being made, with the Interstate Commerce Commission empowered to say how it shall be mixed that Boston has so much at stake in this that it must have something to say about what ingredients shall go into it; and that here is the opportunity for the Legislature to speak.

**Advises a Resolution**

Massachusetts has more at stake in this situation than some of the other New England States because of the amount of money it has spent in the promotion of industry and commerce, said the mayor. With the details of stock control he did not concern himself, because, he said, they have been fully disclosed in the previous hearings and newspaper reports.

"But I am wondering," he said, "if it is possible to create a sufficient public opinion favorable to a larger view of the transportation solution. The Storow policy of a New England consolidation may have been right when it was inaugurated, but the picture has changed materially since then. At that time the railroads were on the verge of bank-

ruptcy and scarcely a day or week went by but that there were wrecks on the Boston & Maine and New Haven railroads, due to the lack of means for the proper upkeep of the equipment. But today the roads are paying dividends."

Pointing to the fact that one-eighth of the wages paid by the industries of the United States are paid by the factories in New England, and that in order to carry on this business the establishments in New England must draw their raw materials from the outside and reach the markets with their finished products, Mayor Curley made the observation:

"I have seen no improvement here since the Pennsylvania got the New Haven or the Boston & Maine railroads, and I wonder if the time has not arrived for the Legislature to do what no other Legislature has done, by adopting a resolution in favor of a changed railroad policy. I know of no greater service that this committee can perform than to give an invitation to Daniel Willard and the Van Sweringens to enter the railroad field here. I believe that they would appear before you."

The mayor then referred to a few concrete illustrations of how under the present policy the export business of Boston is disappearing, and how it could be restored. "There is a possibility," he continued, "of grain flowing back here, and in anticipation of such a development I called on the governor last year with a proposition for the construction of a grain elevator at Boston. But the New Haven Railroad could not at that time see any advantage in having such an elevator. Twenty-five years ago 30,000,000 bushels of grain were shipped through Boston, and it went up to 40,000,000 bushels one year; but last year it was less than 4,000,000 bushels, certainly a negligible amount. We have gradually become a port of call, and we have with extreme difficulty fought to bring Boston back to being a cargo port.

"I do know there is not anything that savors of competition in what the railroads now are doing. They are not doing a single thing to promote the interests of Boston, and I do feel that if we could bring in the Van Sweringens, of young blood, we might change the picture."

### Get Pennsylvania Scum

Giving attention to the other side of the picture, Mayor Curley declared that in the matter of fuel New England has been at the mercy of the Pennsylvania Railroad for the last thirty years and has been paying \$15 to \$20 a ton for the scum and dirt that has come out of the Pennsylvania coal fields. This dirt piled up on the Pennsylvania line and there was a strike, and when that pile had been disposed of, sold to Boston, the strike was settled and another accumulation was started.

Kentucky coal began to come to Boston when the Pennsylvania coal had gone to prohibitive prices.

"How about bringing in a road that taps the Kentucky coal field?" asked the mayor.

The mayor deplored the loss of the automobile business, through lack of foresight, and the loss of the radio business, but he believed that the way is now opening to bring back the automobile business and the grain export business.

"How about the Van Sweringens which tap the Kentucky coal, tap Ohio, tap the grainfields of Duluth and the automobile market of Detroit? We cannot justify a refusal to invite the Van Sweringens to come in."

Mayor Curley advanced his view of a rail and steamship development.

TRAVELER 3/26/31

## The Head Man Heads Eastward

**M**AYOR CURLEY has been invited to be the guest of France during the International Colonial Exposition at Paris during May. He has accepted.

We anticipate the occasion with confidence. Boston will be represented with dignity and intelligence. We hope that our Jamesey is called upon to speak. Though he utters no word of French we can even now hear 50,000,000 Frenchmen cheering him as his resonant voice rings through the ancient boulevards.

And upon his return, a Gael Gallicized, we can picture him on the dock kissing both cheeks of, for example, Martin Lomasney.

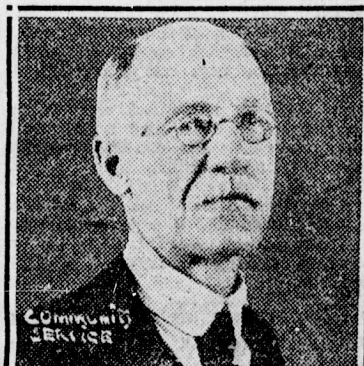
GLOBE 3/25/31

## COMMUNITY SERVICE TO HAVE ANNUAL RECREATION DINNER

### Mayor Curley and Chairman Long of Boston Park Commission to Be Honored



MISS ELIZABETH M. HERLIHY  
Secretary Boston Planning Board



JOSEPH LEE  
President of the Community Service of Boston

The fourth annual recreation dinner of the Community Service of Boston will be held tomorrow evening in the Hotel Westminster. Dr William Burdick, director of the Playground Athletic League in Baltimore, one of the pioneers to establish the place of organized athletics in municipal recreation program, will speak on the development of recreation in Baltimore.

The dinner has been planned in honor of Mayor James M. Curley, indorser, and Chairman Long of the Park Commission, promoter, last Summer of the most extended Park Department recreation program ever attempted in this city.

The program interested practically every boy and young man between 15 and 25 years old, dependent on city play spaces for recreation. The total

number of registered participants was 7217.

Even in consideration of this fine record, out of Boston's 64 playgrounds under Park Department jurisdiction, only 22 were actually supervised last year. This coming Summer there will be an effort made to better last year's record program, and the number of supervisors will probably be doubled.

Chairman Long has taken steps this last Winter to improve the gymnasia program, to see that Boston's playgrounds give full service in return for the enormous cost to the city.

Among the guests will be Miss Elizabeth M. Herlihy of the city of Boston Planning Board, representatives of social agencies in the city, and public officials of nearby towns.

Joseph Lee, president of the Community Service, will preside.

GLOBE 3/25/31

## DEBT LIMIT BILL REPORTED

### Legislative Committee Acts on Curley Measure

A bill entitling the city of Boston to borrow money up to the exact amount of its statutory debt limit was reported today by the Legislative Committee on Municipal Finance. At present Boston can borrow only to within \$500,000 of the limit, without special action. The legislation reported is based on the bill of Mayor James M. Curley.

Another bill filed by the Mayor, asking for an amendment of the law establishing a debt limit for the cities and towns of the State was given "leave to withdraw" by the committee.

That report was also given by the same committee on the petition of the Selectmen and School Committee of Swampscott, that the town be authorized to appropriate money for athletic purposes. A like petition giving the town of Milton authority to appropriate money for equipping athletic organizations composed of school pupils was also reported unfavorably.

The bill of Mayor Curley that the Boston City Council, with the approval of the Mayor, be authorized to establish license fees was given leave to withdraw. A bill of Robert S. Leonard to amend the law relating to the fees of the city and town clerks was also given an unfavorable report.

The report of the special commission which studied the entire subject of license and permit fees was put over to next annual session in the report of the Committee on Municipal Finance.

## TRANSCRIPT 3/25/31 Will Discuss Work of the Playgrounds

At its fourth annual recreation dinner at Hotel Westminster, tomorrow, Community Service of Boston will entertain as the principal speaker, Dr. William Burdick, director of the Playground Athletic League in Baltimore. The dinner will be in honor of Mayor Curley and Chairman William P. Long of the Park Commission, indorser and promoter, respectively, last summer, of the most extended park department recreation program ever attempted in Boston, the total number of registered participants being 7217. Out of Boston's sixty-four playgrounds under Park Department jurisdiction, only twenty-four actually were supervised last year. Next summer the number of supervisors probably will be doubled.

Among the guests tomorrow night will be Miss Elisabeth M. Herlihy of the City Planning Board, representatives of the various social agencies interested in the extension of recreational opportunity for their members, public officials from nearby towns who are seeking information on methods of playground administration and many others connected with the welfare of Boston's citizenry at large. Joseph Lee, president of Community Service, will preside.

HERALD 3/25/31

## STATLER FOUNTAIN

### PRESENTED TO CITY

An attractive fountain, erected in Statler park by the Hotel Statler, Inc., in memory of E. M. Statler was formally presented to the city yesterday by Frank A. McKowne of New York, president of the hotel corporation.

In the presence of 500, McKowne made a brief presentation speech and Mayor Curley, who was responsible for the creation of the park, accepted the gift.

President McKowne entertained the mayor and 50 other guests at luncheon at the Statler, at which the mayor ventured the prediction that the next five years will be marked by a development of the district in the vicinity of Stuart, Arlington streets and Park square which will add many millions to the real estate valuation.

In the afternoon Mayor Curley forwarded a basket of flowers to Mrs. E. M. Statler in New York.

## NEGOTIATES LOAN OF \$3,000,000 FOR CITY

City Treasurer Dolan established a new record in municipal financing yesterday by negotiating a loan of \$3,000,000 at 1.85 per cent. interest plus \$11. The Chemical Securities Corporation of New York made the most attractive offer for the temporary loan.

A year ago the city paid 3.33 interest for a similar loan and the saving in interest charges, as a result of yesterday's transactions, is \$23,477.

## 200 STREET CLEANERS TO GO TO WORK MONDAY

Boston streets will be cleaned this year much earlier than in the past. A force of 200 temporary laborers will begin work Monday and will supplement the regular forces of the public works department.

Mayor Curley yesterday ordered Park Commissioner Long to make an immediate start upon all projects which the park department has authority to complete in order that as many temporary laborers as can be provided employment can be given work for at least 30 days.

## Curley Lets Railway Bridge Contract

A contract for construction of a bridge over the tracks of the New Haven railroad at Sprague st., Hyde Park, was awarded to the New England Maintenance Co., at a cost of \$12,550 by Mayor Curley today.

## TRAVELER 3/25/31 CURLEY APHORISM IS RED ANTIDOTE

Mayor Curley today gave to the representatives of the press the third in a series of aphorisms, of which he is composing one each day for publication eventually in a booklet entitled, "An Aphorism a Day." His contribution today was:

"Efficiency experts for the creation, not the abolition, of jobs are the best antidote for communism."

## AMERICAN 3/25/31 CURLEY URGES COMPETITION BY RAIL LINES

Railroad competition was urged by Mayor Curley at the State House today before the legislative committee on transportation as a solution of New England's industrial problems.

Criticizing the "deep" interest of the Pennsylvania railroad and the New Haven railroad in the port of New York, he urged that invitations be sent the Van Sweringen interests in the Middle West and the Baltimore & Ohio Railroad to compete with the New England roads.

"The railroads have had it altogether too soft here," he said. "They need competition, and there is a golden opportunity in the present situation if we can capitalize it," he added.

The committee is sitting on the alleged acquisition of New Haven stock by the Pennsylvania Railroad and the Pennroad Co., a subsidiary.

Mayor Curley was asked if he thought the Canadian railroads should be invited to bid for New England business and he urged it.

"They have a great deal in common with us and are our best customers," he replied.

## Dreyfus Is Named Delegate of City

Mayor Curley today appointed Carl Dreyfus, trustee of the Boston City Hospital, to represent this city at the annual meeting of the American Academy of Social and Political Science, which is to be held in Philadelphia on April 17 and 18. World affairs and the relation of our country to them will be discussed by the delegates.

## AMERICAN 3/25/31 CITY TAX SHARE CUT \$1,300,000

A drop of 21 per cent in Boston's share of State income taxes was revealed today at City Hall as City Council hearings on the budget opened before the committee on appropriations.

City Auditor Ruper S. Carven said he had been so notified by State Income Tax Commissioner Henry F. Long, and he warned the committee that the reduction would apply in part to the city tax rate for 1931.

The hearing was called to allow department heads a chance to explain items in danger of being cut by the council committee.

The total budget as submitted by Mayor Curley is \$38,957,837.99, or \$5,243,545.42 below the estimates submitted, but \$2,094,580.39 in excess of last year's budget.

Auditor Carven said Boston received \$6,500,000 last year as its share of the State income taxes. The loss this year would mean a drop of \$1,300,000, he said.

He was the first to appear before the committee and will be followed by department heads who object to reductions in estimates of their needs for 1931.

## Higginson Bust Presented to City

A bronze bust of the late Henry Lee Higginson, banker, philanthropist, and founder of the Boston Symphony Orchestra, was presented to Mayor Curley at City Hall today by a committee representing the trustees of Symphony Hall.

The mayor accepted the gift in behalf of the city and announced that it would be placed in the Higginson Memorial Hall in the municipal building at Shawmut ave., and West Brookline st., South End, at exercises to be held there April 19.

## Curley Will Give Lunch to Delegates

The 100 delegates representing the various nations of the earth, who will gather in New York next month at the World Conference for the Blind, will be the guests of Mayor Curley at a luncheon in this city on April 28.

The visitors are coming here to visit the Perkins Institute for the Blind. Arrangements for their reception at City Hall were completed today at a conference of the mayor and Robert I. Bramhall of the State Department of Education.

Globe 3/25/31

## APPROVES DRIVE FOR FIREMEN'S BAND FUND

Objections Unwarranted,

Mayor Is Assured

Contracts for Milk for Three City  
Institutions Awarded

Mayor Curley conferred yesterday with two officials of the Boston Fire Department Band, Inc. and Corporation Counsel Silverman, relative to a movement inaugurated by citizens of Boston for raising funds for the maintenance of the band, and later he gave a statement to the press to the effect that he believed the objections raised unwarranted.

In the City Council meeting last Monday Councillor Clement Norton of Hyde Park, called on Fire Commissioner McLaughlin to furnish the Council with certain information through the Mayor.

Following the action of the Council Mayor Curley got in touch with Russell Codman Jr. and Gordon Abbott Jr., officers of the band corporation. Mayor Curley said that in the opinion of Corporation Counsel Silverman those raising funds for the maintenance of the band were acting within their rights. The Mayor told the newspapermen that in view of the opinion he sincerely hoped that the project will receive the support of the public.

### Mayor Approves Contracts

The Mayor yesterday approved awards of contracts for supplying milk, cream, etc., to the Boston City Hospital, the Boston Sanatorium and the Long Island Hospital. To Herlihy Bros. Inc. were awarded the contracts for the City Hospital and Long Island, and the sanatorium contract went to the Turner Centre System. The contract for the City Hospital was \$42,461.05, which is one cent less a quart than for the previous six months. The Long Island contract bid was \$8816.94. The Turner Centre bid for the sanatorium was \$12,922.94.

Announcement of contract awards for the paving of city streets was also made by the Mayor. The lowest bidder at \$118,705, the Central Construction Company, received the contract for District 1, that part of the city north of Columbus av. The company was also the lowest bidder for District 2, south of Columbus av. On recommendation of Public Works Commissioner O'Rourke the latter contract was awarded to M. F. Gaddis Company, although their bid was \$140 above that of the Central Construction Company. The Mayor and Commissioner believed that it would be better to award the contracts to two separate concerns.

### City Takes on 200 More Men

Temporary employment of 200 men in an advance street-cleaning campaign was authorized yesterday noon by Mayor Curley. The Mayor also instructed Park Commissioner Long to begin at once any proposed work in an effort to reduce the unemployment rolls.

A bust of Henry D. Higginson, founder of the Symphony Orchestra about 50 years ago, will be presented to Mayor Curley in his office at City Hall this morning by officials of Symphony Hall. The bust is a replica of the bronze bust in Symphony Hall, and will be placed in the hall named for Mr Higginson in the Municipal Building at Shawmut av and West Brookline st. South End.

HERALD 3/25/31

## WEST END BUSINESS MEN ELECT CARCHIA

Association Founder Is Chosen  
President at Annual  
Meeting

Michael Carchia, one of the founders of the West End Business Men's Association, was elected president of the organization at the annual meeting last night in the Hotel Manger, attended by more than 150 business men and their wives.

Other officers chosen were: vice-president, Peter C. Donahue; treasurer, Harold E. Hughes, and secretary, George F. Chandler. The board of directors includes G. L. Bowles, L. F. Brown, Charles F. Campbell, Samuel Campbell, James F. Casby, Dr. Nicholas DuVally, the retiring president, Harold Hughes, B. S. Michelson and Harry Stiles. Ansel Bucklin, first treasurer of the association, was made an honorary member.

DeWitt C. DeWolf, secretary to Gov. Ely, represented the state, while Thomas A. Mullen, director of the commercial, industrial and publicity bureau of the city, represented Mayor Curley. Other guests were Charlesworth K. Nelson, manager of the North and West end districts of the New England Telephone & Telegraph Company and Capt. John McGrath of the Joy street station. A letter was received from John C. Kiley, Boston realtor and honorary director of the association, reaffirming his faith in the section and asserting that "any district in which \$10,000,000 has been spent can't be licked." He added that Boston realty values are as low as they possibly can be and that West end realty will have a "quicker snapback."

## REPORT AGAINST MAYOR NAMING POLICE HEAD

A bill transferring appointment of the police commissioner of Boston from the Governor to the mayor was reported adversely yesterday by the legislative committee on cities. Senator Michael J. Ward of Roxbury and Representative Daniel J. Moriarty of Lowell dissented from the report. The bill was presented on petition of Senators Joseph Finnegan of Dorchester and James J. Twighig of South Boston.

HERALD 3/26/31

## Curley Starts Writing 'An Aphorism a Day'

"Profanity is conclusive proof of a limited vocabulary. Don't swear. It is an admission of guilt."

"An optimist is an Irishman who talks in terms of millions when he hasn't got a dime."

These two aphorisms are the initial contributions of Mayor Curley to what he hopes will be a little booklet which he plans to call "An Aphorism a Day." He started to write them Monday.

## CONTRACTS AWARDED FOR PAVEMENT REPAIR

Central and Gaddis Firms' Bids Are  
Accepted

Similar bids of \$118,705 submitted by the Central Construction Company yesterday for two contracts for repairing of bituminous pavement won but one contract, for the second award was made to M. F. Gaddis Company at a price of \$140 in excess of the like bids.

The Central Construction Company will repair the streets north of Columbus avenue and the Gaddis firm will do similar work south of the avenue.

In discussing the street paving program with Public Works Commissioner Rourke, Mayor Curley instructed him to continue the policy inaugurated last year of permanently paving all streets in the South end and as far south as Dudley street, Roxbury, which need reconstruction. The mayor mentioned streets connecting Albany and Washington streets for inclusion in the program.

### AWARDED MILK CONTRACT

A contract for supplying milk and cream to the City Hospital was awarded by Mayor Curley yesterday to Herlihy Bros. for \$42,461; to the Turner Centre System for furnishing milk and cream to the Boston Sanatorium for \$12,992, and to Herlihy Bros. for supplying Long Island Hospital for \$8816. In each instance the low bidder was recognized.

## CURLEY APPROVES \$100,000 BAND FUND

Mayor Curley yesterday gave his unqualified approval to the campaign to obtain an endowment fund of \$100,000 for the Boston Fire Department Band, Inc. Conferring with Russell S. Codman, Jr., Gordon Abbott, Jr., and Corporation Counsel Silverman, the Mayor issued a statement in which he characterized as "unjust and unwarranted" the criticism of the campaign by Councillor Clement A. Norton.

"In the opinion of the corporation counsel," said the mayor, "the organizers of the movement to raise funds for the maintenance of the Boston Fire Department Band, Inc., are acting within their legal rights, and in view of this opinion, I sincerely trust this most worthy work will receive the approval and support that it deserves from the public."

RECORD 3/25/31

GLOBE 3/25/31

## Mayor Dedicates Statue in Statler's Memory

Mayor James M. Curley, on elevation at Statler Park, as he dedicated bronze fountain presented to Hotel Statler by city in honor of Edward M. Statler, late owner of the chain of hostelryes.



## WEST END BUSINESS MEN HOLD BANQUET

The fifth annual banquet of the West End Business Men's Association, held last night at Hotel Manger, was attended by 150 members and guests of the association. George F. Chandler, secretary of the association and chairman of the banquet committee, presided.

Among the speakers were Thomas A. Mullen, representing the Mayor; Charlesworth K. Neilson, manager of the North and West End district of the New England Telephone and Telegraph Company; Capt John McGrath of Division 3 and DeWitt Clinton DeWolf, representing the Governor.

John C. Kiley, real estate expert and honorary member of the board, was unable to be present, but sent a letter outlining prospective developments in the North End district in property holdings.

The following officers for the coming year were installed by Pres Dr Nicholas DuVally:

President, Michael Carchia; vice president, Peter C. Donahue; treasurer, Harold E. Hughes; secretary, George F. Chandler; chairman of the board, James Alland. Mayor Curley, John C. Kiley and Richard E. Traiser were elected honorary directors.

## CURLEY SENDS GREETINGS TO MRS E. M. STATLER

In connection with the unveiling of the fountain in the park opposite the Hotel Statler yesterday noon, Mayor Curley sent the following greetings to Mrs E. M. Statler, widow of the well-known hotel man, at her home in Pennsylvania:

"The city of Boston extends greetings and gratitude for the fountain unveiled this day as a memorial to your beloved husband and Boston's benefactor. With sincere wishes for your health and happiness."

Accompanying the telegram was a floral tribute to Mrs Statler.

## ASKS PARENTS BACK MAYOR ON STREETS

Hurley, Traffic Chief, Talks in Forest Hills

Attacks Beacon-St Opposition to Charles River Roadway

Speaking before more than 300 members of the Francis Parkman School Parents' Association in the school hall on Patten st, Forest Hills, last night, City Traffic Engineer John F. Hurley urged the association to indorse Mayor Curley's program of street construction, including the overhead highway in downtown Boston.

Mr Hurley stated that actual traffic counts taken during the past five years demonstrate decisively that downtown main arteries are carrying capacity vehicular traffic.

He designated the intersection of Cambridge and Charles st as the most congested spot in Boston, and de-

nounced the activities of the water side residents of Beacon st in opposing the proposed construction of a roadway along the Boston side of the Charles River from Cottage Farm Bridge to Craigie Dam.

It was quite evident to the audience who was meant when the speaker referred to "a member of a Beacon-st water-side family, formerly elected to high public office," who "recently offered the ingenious theory of tax reduction as a cure for the present unemployment situation," but still did not oppose the expenditure of nearly \$3,000,000 for beautifying the Charles River Basin in the rear of his Beacon-st residence.

Prior to his address there was a short business meeting, followed by motion pictures. The officers of the association are Russell Rose, president; James Houghton, master of the Francis Parkman School, vice president; Mrs John E. Archibald, secretary, and Horace Guild and Catherine Paugh, directors.

## AGAINST MAYOR NAMING BOSTON POLICE HEAD

The Legislative Committee on Cities yesterday afternoon disapproved the petition of Senators Joseph Finnegan and James J. Twohig that the Mayor of Boston be authorized to appoint the Police Commissioner. Senator Michael J. Ward of Roxbury and Representative Daniel J. Moriarty of Lowell dissented from the committee report.

The police commissioner is now appointed by the Governor.

## PLAN AUTOGIRO TEST AT CITY AIRPORT TODAY

The Socony Autogiro, new test plane, will arrive at the Boston Airport, East Boston, from New York, this morning at 11 o'clock, and will give demonstrations, to which the public is invited, between 2 and 5 o'clock this afternoon.

An escort of planes will meet the Autogiro over Wellesley at 10:45 and will proceed over the city to the airport. Julian Dexter of Boston will pilot the Socony plane.

In the demonstration the plane will take off in a few short feet and climb almost straight in the air. Previous to the demonstration an aviation luncheon will be given at the Hotel Statler at 1 o'clock.

The test plane will leave here for Providence tomorrow morning.

RECORD 3/26/31

## A Boy and His Watch

If you desire the correct time just ask Francis, seven-year-old son of Mayor James M. Curley of Boston. Shovel in hand, Francis helped his father and Transit Commissioner Sullivan break ground for the \$16,000,000 East Boston tunnel. East Boston residents presented the boy a watch before the ceremonies began.

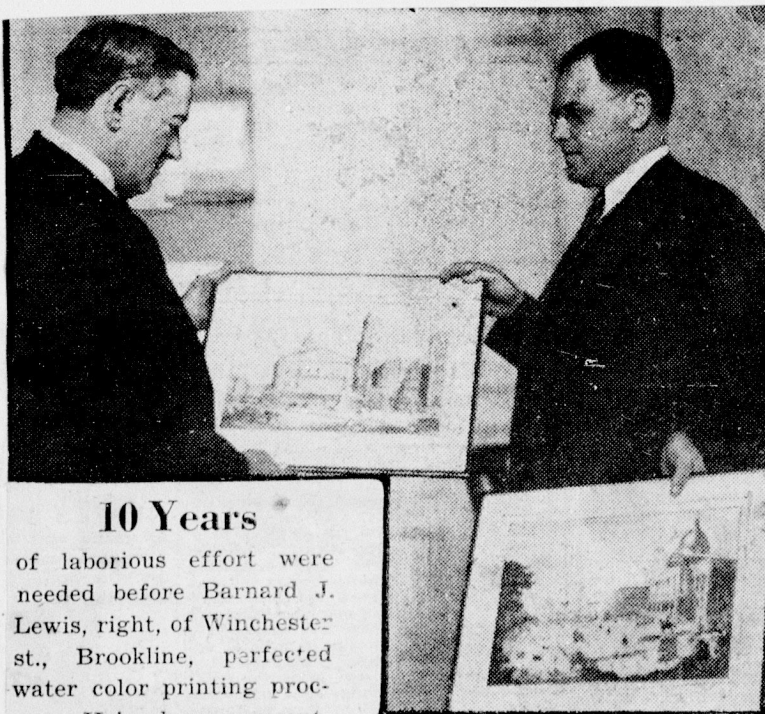


Francis Curley

Commissioner Sullivan remarked it was "just 25 minutes to 2." But out came Francis' new watch and his assertion that it was "23 minutes of."

Does that boyish and natural remark carry you men back to your own boyhood and your first watch? If the railroad clock didn't agree with your timepiece, so much the worse for the railroad.

Good for Francis and his correct timepiece. May they always be right—both of them.



## 10 Years

of laborious effort were needed before Barnard J. Lewis, right, of Winchester st., Brookline, perfected water color printing process. He's shown presenting specimens of work to Mayor James M. Curley.

(Daily Record Photo)

## Curley Aphorisms Every Day to Be Shared by Public

Mayor Curley is writing "an aphorism a day" for a collection which he will later publish in booklet form, and the Daily Record each day will publish his latest aphorism. Yesterday's aphorism was:



**James M. Curley** *Efficiency experts for the creation, not the abolition, of jobs are the best antidote for Communism."*

This was the third aphorism of the series which Mayor Curley will write. The first two of the series were:

*"Profanity is conclusive proof of a limited vocabulary. Don't swear. It is an admission of guilt."*

*"An optimist is an Irishman who talks in terms of millions when he hasn't got a dime."*

RECORD 3/27/31

## TRANSFER PUMPING PLANT

Mayor Curley announced yesterday that the pumping station of the fire department's high pressure service, now located in the plant of the Boston Elevated Co., in Commercial st., will be transferred to the Edison plant in Kneeland st.

## REAPPOINTS SULLIVAN

Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, was last night reappointed to that position for a term of three years by Mayor Curley.

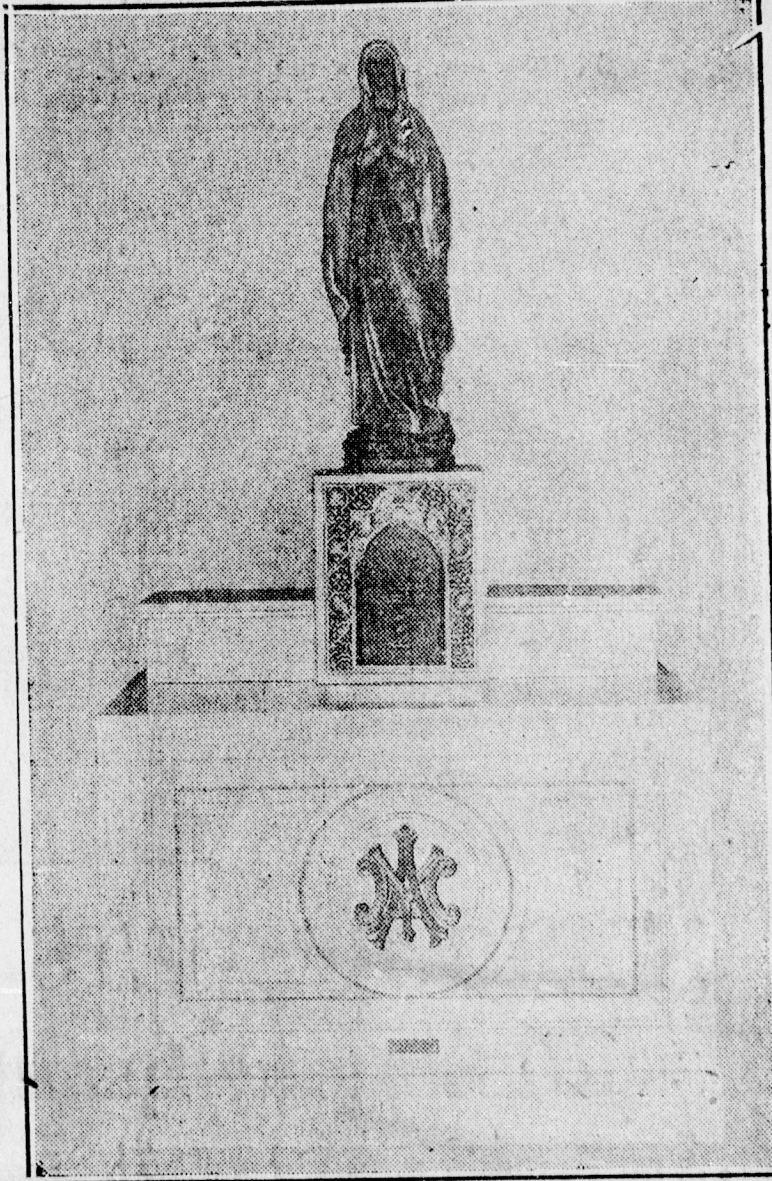
## Municipal Buildings at Tunnel Entrance

A group of municipal buildings, in colonial style, will be constructed at the entrance to the new \$16,000,000 East Boston tunnel at Richmond and North sts., North End. They will include an administration building, police station and a modern city printing plant, according to announcement by Mayor Curley yesterday.

GLOBE 3/26/31

AMERICAN 3/26/31

## ALTAR GIVEN BY MAYOR CURLEY IN HOSPITAL AT LONG ISLAND



LONG ISLAND HOSPITAL ALTAR

Mayor Curley visited Long Island Hospital just before Christmas, and one of the promises he made at that time was fulfilled today, when the boat to Long Island carried a beautiful altar, before which the women in the hospital may worship. It will be erected in the women's section, and is in memory of Mrs. Curley, Dorothea and James M. Curley Jr.

The new altar is eight feet high and beautifully appointed. It will replace a simple one erected by the patients, which they constructed of boxes, trimmed with lace, and surmounted by a small statue of the Blessed Virgin.

## Mayor Warns of Fake Solicitors

Warning that a group of unauthorized persons are soliciting funds for the George Robert White Fund in Quincy and other nearby cities was issued by Mayor Curley today.

The mayor stated that reports of the activities of these persons have reached his office. No funds are solicited by officials of the organization, and Mayor Curley warned that those representing themselves as solicitors are impostors.

## Police Traffic Meeting Postponed

The regular meeting of the Boston Traffic Commission, scheduled today for police headquarters, was called off for lack of a quorum.

The meeting was put over a week because Police Commissioner Eugene C. Hultman, Street Commissioner Thomas J. Hurley and Public Works Commissioner Joseph Rourke were unable to be present.

## Edison to House Fire Pressure System

The high pressure station of the fire department now located in the plant of the Boston Elevated Railway Co., in the North End, will be relocated at the Edison Company plant in Kneeland st., Mayor Curley announced today.

Recently the Elevated officials requested that the city remove its plant in order that the space now occupied by the high pressure service may be available for their own use.

HERALD 3/26/31

## CURLEY URGES GRANITE FOR FEDERAL BUILDING

Mayor Curley yesterday wired Ferry K. Heath, assistant secretary of the treasury, an appeal for the use of granite in the construction of the federal building. His message was: "Every commercial and industrial interest in Boston, Massachusetts and New England are united in declaring that the construction of the new Boston postoffice requires the use of granite. I sincerely trust that you can issue the necessary instructions in compliance with the wishes of these important interests."

unt TRANSCRIPT 3/26/31

that he is personally clean and that in none of his campaigns has he allied himself with the lawless element." Goodwin also charged that the drive which Mulhern instituted against former Police Commissioner Herbert E. Wilson was instigated by bootleggers.

Mr. Goodwin went at length into the Finance Commission's operations during the present city administration, first taking up the public building department. He had found irregularity in the letting of contracts, a situation which had been corrected without publicity. He ridiculed the Mulhern story of the automobiles which Goodwin had been reported as selling, stating that he resigned from the concern when he became finance commissioner. The situation at Long and Deer islands was described as terrible when the investigation started. As a result eleven persons were discharged or resigned.

As for the municipal golf project, the land was secured at the astonishingly low price of three cents a foot, and it was not the Finance Commission's business to dictate to the mayor and the City Council whether the project was worthy of a large expenditure. As to real estate experts, the work is being paid the same rate as ever. As to the \$45,000 extra at the City Hospital, Goodwin declared the trustees approved the expenditure and he had not the slightest doubt the work was needed. As to snow removal, the Finance Commission had investigated contract prices and held them down.

## 'Boston Making Progress in the Wrong Direction'

Rep. Eliot Wadsworth Tells Realtors City's Spending Needs to Be Curbed

"Boston is a shining example of progress in the wrong direction," declared Representative Eliot Wadsworth, addressing the Building Owners and Managers Association this afternoon, at a luncheon served at the Boston Real Estate Exchange, on the relation between expenditures and taxes.

"Lower taxes in our cities would improve general business," he said, "more than any other one thing. If some magician could take \$10 off the Boston tax rate and give assurance of further decrease in coming years, it would be like taking a brake off the wheels of industry. Owners and builders would plan new work and normal times come back almost over night. No amount of boosting, booming and public spending can offset the deadening effect of excessive taxes.

"Unfortunately, tax rates are going up, not down. Boston is a shining example of progress in the wrong direction, and there is no relief in sight. Both expenditures and debt are rising. Not only will a \$2 increase in Boston's tax rate be needed to pay this year's bills but over \$4,000,000 of bonds are being issued within the debt limit for further money. Some of these bonds will pay for such things as recreation buildings, park improvement and even a golf links. To issue long-term bonds to pay for this

sort of investment is a new departure in municipal finance.

"Further than that, Boston is committed to a \$17,000,000 tunnel to East Boston and a \$5,000,000 subway at Governor square. Boston has before the Legislature petitions for bond issues outside the debt limit for about \$35,000,000, and is asking for an increase in the debt limit from 2½ per cent to 3 per cent of the valuation, or \$10,000,000. The Metropolitan mayors, under Boston leadership, voted last December for a \$50,000,000 subway plan, of which Boston would carry at least \$30,000,000. This vote fortunately has been rescinded. Taken altogether, these proposals amount to nearly \$100,000,000.

"It is announced at City Hall that strict economy is being exercised. If these figures measure City Hall economy, where do you suppose we would land under a policy of liberality? Certainly no taxpayer can regret that the Legislature has authority to limit the Boston tax rate and control the issue of bonds outside the debt limit. It is only fair to say that many projects for which it is proposed to borrow have the support of real estate interests and the Chamber of Commerce. These same interests protest that real estate is over-taxed and valuation generally too high. It is not uncommon that the very people who criticize extravagance and cry out against taxes are the most insistent advocates of some special expenditure in which they are interested.

### Still Paying Installments

"May I suggest that it would be a great help to the Legislature if all recommendations for spending were accompanied by definite suggestions as to how the money shall be raised. Hard times have made everyone what might be called expense-minded. Cities and towns find that their income is not increasing. They are involved in heavy fixed expenses, and now have welfare work beside. Many of them are hard pressed. The one cent extra gas tax on gasoline will give some slight relief.

"But one of the fundamental troubles cannot be easily cured. Taxpayers in the past bought on the installment plan by issuing bonds. We are still paying the installments. There is today a tendency to issue bonds for what should be current expenses and allow future taxpayers to pay the bills. Every now and then the taxpayers in some community are unable to provide enough money to pay both the debts of the past and the expenses of the present. An empty cash drawer and maturing debts bring matters to a sudden head. Chicago and Fall River are examples of what can happen from an over-extended expense account, lack of income and excessive debt. Such a crisis can develop with amazing speed.

"It is generally popular to criticize rising taxes and a tax system which overloads real estate. Wouldn't it be more constructive if the critics would attack our rising expenditures? Taxes do not go up by themselves. The money paid out of State and city treasuries is the irresistible force which drives taxes upward. To reduce that force is the only possible way of getting relief. It is doubtful if any tax system can be devised which will lighten the load on real estate by passing on more directly to industry and the public. If the money is spent, real estate will continue to bear the brunt of filling Government treasuries. The only hope of relief would seem to be a reduction in the amount required to keep these treasuries full.

"There can be no doubt that your organization can wield a tremendous influence by advocating economy and not urging expenditure on public improvements until the financial situation shows a distinct improvement."

Globe 3/26/31

## MAYOR HAS LARYNGITIS CONFINED TO HOME TODAY

Mayor Curley was confined to his home today with a slight attack of laryngitis. Dr. Martin English, his physician, does not consider his condition unfavorable to a quick recovery. The Mayor is expected at his desk in City Hall tomorrow.

## JAMES M. CURLEY JR COURT RETREAT

Mayor Will Attend It at  
Franciscan Friary

Members of James M. Curley Jr Court 285, M. C. O. F., will attend a retreat at the Franciscan Friary, Rawson road, Brookline, this week-end, and Mayor James M. Curley has announced that he will join with the members of the court participating in this religious observance. His son, Leo, will also attend.

Rev Herbert Gallagher, O. F. M., editor of the Franciscan Magazine, is to give the retreat, and Rev William Clancy will be the retreat master at the friary.

About 40 will attend the retreat, which will open at 6:30 tomorrow evening and run through Saturday to Sunday evening. On Sunday at 9:30 a m there will be a solemn high mass in the monastery chapel.

Thomas M. Gemelli, probation officer of the Roxbury Court, is chairman of the committee that arranged for the retreat, and he has been assisted by Irving Black.

Others who will attend are Louis J. Good, William J. Wallace, Daniel Richardson, James Tobin, one of the office staff of Mayor Curley; Maurice Tobin, Frank McArdle, Philip Kenney, James Manning, School Committee member Arthur Reilley, John Mahoney, chief clerk in Mayor Curley's office; Stanton White, assistant director of public celebrations for the city of Boston; John Curley, former city treasurer; Lawrence Costello, Cornelius Reardon, secretary to Mayor Curley; Andrew Dazzi, William Keane, State Senator Michael Ward, Frank Pedonte, Burke Sullivan, assistant corporation counsel; Thomas Maginnis, Frank Long, Frank Riha, Peter Welsh, William Holbrow, Penal Commissioner William O'Hare, Henry Smith, John Gallagher, Frank McEtrick, Joseph O'Connor, Nicholas Petrocelli, Joseph McKenney, William Doyle, Henry Welby and John Richardson.

# Goodwin Is Attacked as Curley's Man

Former Senator Mulhern Sees  
School Survey as Smoke  
Screen for Shortcomings

Asks Investigation

Fin. Com. Chairman Replies  
That Motive Behind Bill Is  
Soreness at Curley

By Forrest P. Hull

Charging that the recent survey of the Boston school system by the Finance Commission was merely a "smoke-screen" to cover up the alleged shortcomings of Chairman Frank A. Goodwin in handling city affairs generally, former Senator Joseph J. Mulhern of Dorchester asked the legislative Committee on Cities today to consider an investigation of the Finance Commission, if such a course would be within the scope of the bill that had been filed on his petition seeking the abolition of that body on the first Monday in January, 1932. Chairman Goodwin later informed the committee that he would welcome such an investigation.

The former senator, armed with a handful of data mostly contained in issues of the City Record, attacked Goodwin on a dozen or more issues which indicated to him that there had been "much outcry and little outcome," whereas a Finance Commission with the interests of the public at heart would be able to do much in the line of municipal economy. The school survey, in the former senator's mind, was merely "hot air, bunk, nonsense."

"Talk is rampant," the former senator said, "that we have just the same situation regarding city affairs that led to the police investigation. Everywhere you hear that Curley has got Goodwin in his back pocket. He doesn't go in and do a job on the big city departments. He's Curley's man. Curley got Governor Allen to appoint him and in exchange Curley agreed to support Allen for governor."

Senator Ward, friend of the mayor, desired at the outset to furnish a background for Mulhern's charges, evidently sensing what would happen. Ward said he had considered Mulhern sincere when he was active in promoting the investigation of the civil service and the police departments, but the present movement was the result of a personal grudge against Mayor Curley, and the mayor's name ought not to be dragged into it. The committee chairman warned against personalities, but they came thick and fast thereafter.

Goodwin in Reply

Though it was more than half an

hour before Chairman Goodwin had the chance to speak, he based his opening remarks on Senator Ward's text of the hostility of Mulhern toward the mayor, saying that it had developed from the recent district attorney contest. It was true, Goodwin stated, that Curley had promised Mulhern his support, but according to a friend of the mayor, that support was withdrawn when the mayor learned that Mulhern's candidacy was being promoted by bootleggers.

Senator Mulhern remarked that Goodwin, as chairman of the Finance Commission, had been concerned with jaywalking, criticism of judges, automobile insurance, safety programs and employees' associations and had finally come to the school situation, despite the fact that a very able survey board had gone into that matter exhaustively two years ago. The Finance Commission's survey board comprised an educator, a contractor who had not erected a building since 1904 and a legislator who had always been hostile to Goodwin. "Why couldn't the Finance Commission have obtained men the type of President Lowell, Carl Dreyfus and Judge Sullivan?" he asked.

Not only that, Mulhern stated, but Goodwin had ordered 8000 copies of the school report printed before his associates had read it, which was about the same as if a district attorney had issued a similar number of reports of an indictment before the charge had been tried. Then the former senator got down to the meat of his charges by inquiring into alleged operations of the Finance Commission.

## Goodwin's Investigations

Mulhern declared that when Goodwin was removed as registrar of motor vehicles he was engaged by an automobile concern and shortly afterwards began selling cars to the city. One of these cars, he said, was sold to the public buildings department and, as the speaker declared, in due course of time it became necessary to purchase another machine. The superintendent of the public buildings department refused to take another of the Goodwin cars and as Mulhern described his reason as follows: "He was jump-back from pushing the last car around City Hall avenue and up School street. So when Goodwin became Finance Commissioner, one of the first things he did was to investigate the Public Buildings Department."

And in connection with this investigation, Mulhern asserted that there was an exchange of letters "and that's all there was to it, and further that's all that has happened."

The second and third investigations, Mulhern declared, were those of Deer Island and Long Island, respectively. The former senator was somewhat hazy as to the outcome of these investigations, he declared, especially with reference to the Long Island inquiry.

"What about the awarding of contracts in the city of Boston. I'd like to have him explain how one or two contractors get all the contracts. We are supposed to be an competitive system. It's a pertinent situation and a pertinent question."

"What has he to say on the purchase of the municipal golf course in West Roxbury, a matter which probably will cost \$1,000,000?"

"What about the purchase of tires, automobiles and batteries in this city? The State buys all such supplies on a competitive basis. Has the finance commissioner done anything in connection with the purchase of those supplies? How is it that the city pays a great deal more for its automobiles than the State?"

"In regard to the charge that the cit-

lost money in the closing of a bank recently, how was I to know that the institution was in an insolvent condition?" Goodwin asked. "It was kept open by the bank commissioner. I nor no other finance commissioner would know anything was wrong. The statement was made merely to connect the bank with the name of John J. Curley, a brother of the mayor."

The Finance Commission leader saw no reason why the Exchange street widening should be probed, inasmuch as the question is now one past history. "It was closed up before I took office," he said.

In regard to the award of the contract for the building of the East Boston tunnel, Goodwin said that the concern which got the contract was a responsible organization and he saw no reason why the award should be given to a man whose bid was \$3,000,000 higher. Moreover, the City Council step was of no moment.

Mr. Goodwin, referring to his appointment as Finance Commissioner, said he heard that the governor was not going to reappoint Mr. Dowling and he went to the State House and asked for the place himself. The governor assented, so Curley could have had nothing to do with it, the speaker claimed.

Several other matters were discussed by Mr. Goodwin, such as the saving of \$100,000 of the city's money in the demand for a change in settling claims against the city by the law department; the report on tax titles, sales of unused land, commercial waste collections, water income and fire apparatus.

Mr. Goodwin was followed by Samuel Silverman, corporation counsel, who corroborated his testimony with regard to several of the matters which had come under his view. He declared that the Finance Commission is conducting its work on a sound, sensible basis, by trying to prevent wrong instead of waiting until wrong had been committed.

## Bank Deposits

Mulhern attacked the "tremendous" fees paid real estate experts by the city. He added to the additions to contracts, especially one of \$45,000 in the erection of a hospital building, and finally asked what the Finance Commission had done with regard to the banking of city funds. "Did Goodwin know of the \$116,000 in the Industrial Bank & Trust Company, in which the mayor's brother, John Curley, was a vice president?" the speaker asked. "If Goodwin had been on the job the city would not have had money in that institution."

"How about Exchange street? I wonder why the investigation was choked off and Commissioner Dowling lost his job. If Mr. Goodwin is not associated with anybody why doesn't he reopen Exchange street?"

Former Senator Mulhern then referred to the recent bids for the construction of the East Boston tunnel, referring to the extraordinary spectacle of a member of the City Council raising the question of the competency of the lowest bidder.

## Goodwin Praises Mayor

When Chairman Goodwin took the floor, after sitting quietly and abiding by Mulhern's request not to be interrupted by him, he went into the question of Mr. Mulhern's hostility, not only to the mayor but to the Finance Commission, the latter phase of the situation being that the commission had refused to approve a legislative bill under which Mr. Mulhern's client would benefit by the city. Then referring to the district attorney fight, in which the mayor had supported Mayor Curley, Mr. Goodwin said: "Whatever you think of Mayor Curley, I think of Mayor Curley as a man who has done a great deal for the city."

POST

3/26/31

# Higginson Bust Will Be Dedicated April 19



## MAYOR ACCEPTS HIGGINSON BUST

Mayor Curley yesterday accepted the gift of Symphony Hall officials of a bust of the late Major Henry L. Higginson for the South End Municipal Building.

A reproduction of the bronze bust of the late Major Henry L. Higginson, which stands in Symphony Hall, yesterday was presented to Mayor Curley, to be ensconced in the Henry L. Higginson auditorium of the new South End Municipal building. The agents for the donors were G. E. Judd, W. H. Brennan and Paul Sanson of Symphony Hall, which supplied the piece of statuary.

It will be suitably dedicated in its proper position in the hall April 19, as a part of the city's Patriots' Day exercises, the Mayor announced.

# AGAIN ATTACKS FUND FOR BAND

## Norton Says Drive Will Hurt Firemen

In answer to Mayor Curley's statement which branded City Councillor Clement A. Norton's resolution seeking information about the \$100,000 fund being raised to endow the Boston fire department band as "unjust and unwarranted," the Councillor issued another statement yesterday, and renewed his assault on the endowment movement.

"My resolution would inform the public," Norton said, "as to who authorized a drive upon our business men for \$100,000 to endow a musical outfit, a band, the members of which are all on the city payroll, at a time when the vital question of the day is how to raise enough money to properly feed, clothe and shelter the unemployed, the aged and the sick, and then many professional musicians are unemployed."

"Who authorized the turning loose on the business men of Boston, of a group of professional solicitors, who will solicit anywhere, at any time, for any cause, provided they collect for themselves so much on the dollar?"

"The Firemen's Relief Association performs a great work. Drives such as this one for the band, unnecessary at this critical period, tend to hurt the relief appeal."

## NORTON ATTACKS DRIVE FOR BAND

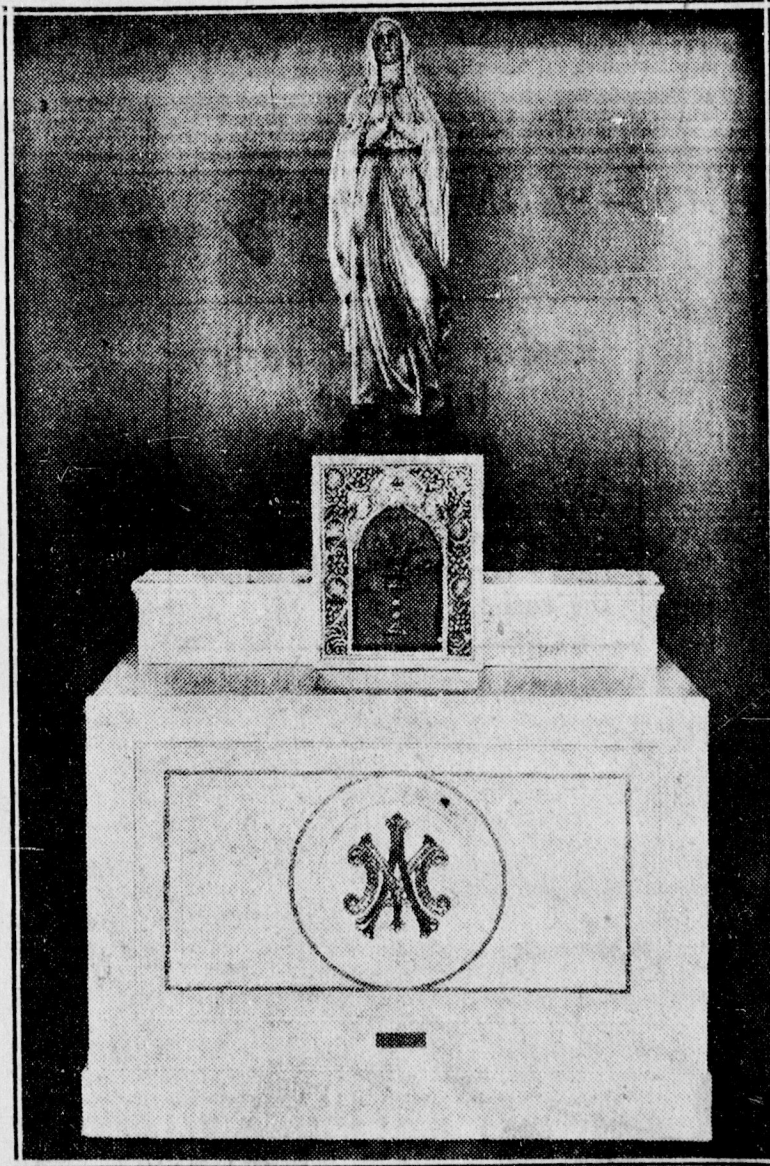
### Explains Resolution for Information on \$100,000 Endowment Campaign

Councilman Clement A. Norton of Hyde Park, in a statement issued last night, announced that his introduction of a resolution seeking information concerning the drive for \$100,000 to endow the Boston fire department band, was to inform the public who had authorized the drive. He was replying to Mayor Curley's charge that the resolution was "unwarranted" and "unjust."

He calls attention to the fact that the band is a musical outfit, the members of which are all on the city payroll, when at the present time the vital question is how to raise money to feed, clothe and shelter the unemployed, many of whom are musicians.

"Who authorized the turning loose on the business men of Boston, of a group of professional solicitors who will solicit at any time, for any cause, provided they collect for themselves so much on the dollar?" he asks. "And all this in the name of helping out the injured firemen and their families."

# Mayor Gives Altar to Long Island Hospital



ALTAR FOR WOMEN

Mayor Curley has given an altar, standing eight feet high, including a statuette of the Virgin, to the Long Island Hospital, for the women's section. It is to be delivered today.

The women's section of the Long Island Hospital is to have an altar, presented without ceremony by Mayor Curley in memory of his late wife, son and daughter, to take the place of the crude temporary one which the patients contrived out of a box and some lace, it was learned yesterday.

The new altar, standing eight feet

in height, with a statuette of the Virgin, and a recess for a chalice, is expected to be taken down to the island today. It will be set in place as a shrine.

The Mayor's attention was attracted to the sight of several old ladies praying at their improvised altar, some time ago, and his gift followed quickly. A very small brass plate at the bottom of the new piece says, "In Memory of Mary E., Dorothea and James M. Curley, Jr."

# WILL HEAR RIVALS OF PENN ROAD

## Seven Roads to Be In- vited to Discuss N. E. Transportation

The legislative committee on transportation, of which Senator Conde Brodline of Revere is chairman, announced last night that representatives of lines competing with the Pennsylvania railroad will be invited to appear at the State House and discuss the subject of New England transportation in its relationship to the development of the port of Boston.

### INVITE SEVEN ROADS

Announcement to this effect was made following an appearance yesterday before the transportation committee by Mayor Curley, who expressed the view that the State should even go as far as "inducing" the Van Sweringen interests to secure Boston as one of its terminals.

Those who are to be invited to appear before the committee will include spokesmen of the Van Sweringen interests, the Canadian National Railway, the Canadian Pacific, the Baltimore & Ohio, the Bangor & Aroostook, the Maine Central, and the Pennroad Corporation, holding company of the Pennsylvania for New York, New Haven & Hartford stock.

These representatives will be asked to give their views at hearings to be held on April 1, 6, 8, 15, 22 and 27. Brokers who hold large blocks of stock of the New England carriers, supposedly for outside railroads, also are to be invited to appear. Subsequent to Mayor Curley's appearance before the committee which is studying the extent to which foreign control has gained domination over railroad life in Massachusetts, it developed that L. C. Probert, vice-president of the Pere Marquette and assistant to president of the Chesapeake & Ohio, two of the roads owned by the Van Sweringen interests, was present.

Although Probert listened attentively to the remarks of Mayor Curley, who urged that the Van Sweringen interests be given an opportunity of telling what they could do for the port of Boston he left the hearing room without making any comments one way or another on the matter.

The committee is scheduled to hold a hearing today in Worcester and another tomorrow in Springfield.

GLUBIE 3/27/31

TRAVELER 3/27/31

## "POLICE BUG" SENDS FALSE ALARM OVER NEW "WINKING" SYSTEM

### Mayor Curley and Commissioner Hultman Watch Demonstration of Citizens' Signal Lights In Brighton Station

While Mayor Curley, Police Commissioner Eugene C. Hultman and a group of police officials were watching a demonstration of the new signal-light system in the Brighton police station last night, the first "false alarm" since the system went into operation came flashing in on the board.

Some mischief-maker, loitering in the vicinity of the Cottage Farm Bridge, pulled the "citizens' hook" on a police box in that neighborhood. This device, intended for emergency use by citizens who want to summon police help, flashes a light at the board in Station 14 and, when the signal came in during the demonstration last night, officers were dispatched to the scene, only to find they had been victimized by a "police bug."

The demonstration of the signal lights on the police boxes, by means of which patrolmen are summoned from their beats, proved quite satisfactory. Patrolman Daniel Donahue, presiding at the signal desk, made the lights "wink" on boxes all over the Brighton district and, as the responses registered on the station switchboard, he read out to the Mayor and other guests the numbers of the policemen answering the silent summons.

Besides the Mayor and the commissioner, Supt. of Police Michael H. Crowley and a group of prominent Brighton citizens were present. Capt. Berley S. Skillings of Station 14 was in general charge of the demonstration.

The signal system, installed by Timothy A. J. Hayes, acting director of Police Signal Service, assisted by Leonard J. Sjogren, has been in operation since last Saturday.

After the party had inspected the signal desk it toured the Brighton district in automobiles and saw how the patrolmen respond when the little red light on the police box "winks" at them.

Mayor Curley expressed himself as gratified by the efficiency of the new system and said, in part: "Due to the progressive character of the work of the Police Department under direction of its present able commissioner a forward step has been taken in the prevention of crime and in the apprehension of criminals which should prove of benefit to the entire community."

Commissioner Hultman said that Boston is the only city in the world having such a system, and that he is especially pleased, because the new method was invented and developed by members of the Boston department.

The flashing light on the police box is preferable, in the commissioner's opinion, to the radio communication method. The radio message, he said, may be picked up by anybody and, therefore, cannot be of a secret nature. In addition to this fault, the man receiving the radio message has no means of making immediate response, whereas the patrolman answering the "winking" light can immediately signal his receipt of the summons.

### GIVES JOBS TO 80 MORE OF CITY'S UNEMPLOYED

Eighty more were taken from the rolls of the unemployed by Mayor Curley today when he appointed them to temporary jobs as garden-laborers to work on the proposed municipal golf course in Hyde Park at \$5 a day.

### AWARDS CONTRACT FOR REPAIRS ON BRIDGE

Mayor Curley today approved the award of a contract for repairs to the Austin st or Prison Point bridge in Charlestown. The contract went to Coleman Bros who bid \$20,575.

### CITY TO PURCHASE 300 FLOWERING CHERRY TREES

Request by Park Commissioner Long for the purchase of 300 flowering cherry trees was approved today by Mayor Curley. The trees will be placed along the Arborway, Jamaica way and at points throughout the park system.

### TRANSCRIPT 3/27/31 Transit Commission Is Reappointed

Boston Transit Commission, which was never so busy in its history as at present with such projects as the \$5,000,000 Governor square subway extension and the \$16,000,000 East Boston traffic tunnel, demanding the service of a greatly augmented force, was reappointed by Mayor Curley in accordance with the new city ordinance which extends the tenure of office from one year to three years. Chairman Thomas F. Sullivan receives a three-year term, Arthur B. Corbett a two-year term and Nathan Heller a one-year term. Hereafter an appointment for three years will be made annually.

## CITY BUILDINGS TO BE 'MERGED'

### Tunnel Structure to House Police Station and Municipal Printing Plant

The East Boston tunnel administration building, a new police station to replace the Hanover street division headquarters and to provide accommodations for 40 officers who will police the tunnel, and a municipal printing plant will be grouped over the tunnel at North and Richmond streets, North End.

Mayor Curley yesterday announced the decision to consolidate the three buildings. He also said the proposed consolidation of the Hanover and Joy street police divisions in a new building on Joy and Cambridge streets had been abandoned.

Financing of the tunnel administration building will be done with funds from the tunnel appropriation, \$350,000 being available for the two new police department buildings and \$300,000 for the printing plant.

The site of the consolidated buildings has been taken in connection with the tunnel project. The tunnel building will provide administration offices, house the signal system and the emergency trucks used in the operation of the tube, and will be in the plaza on North street and will face Cross street. North of the tunnel the new police station will be erected and in addition to accommodations for the Hanover street division and the tunnel police, provision will be made for the housing of patrol wagons, ambulances and motorcycles in the basement.

Plans for the replacement of the Joy street police station will provide for a new building on the present site, with a wing extending to Cambridge street and resting on land owned by the city. It is probable that the principal entrance will be on Cambridge street.

### BRIDGE CONTRACT TO COLEMAN BROS.

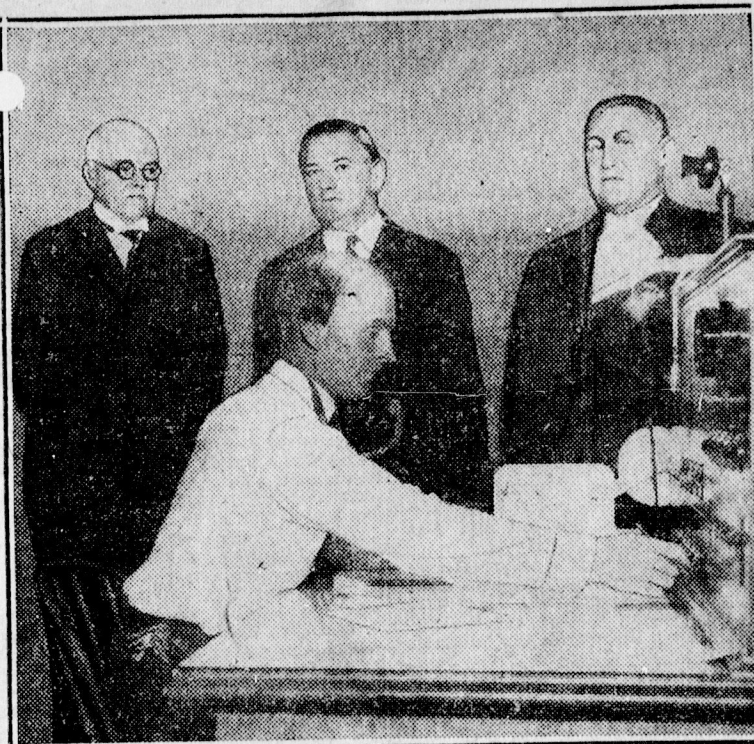
A contract was awarded by Mayor Curley today to Coleman Bros. for the repairing of the Prison Point bridge in Charlestown. The low bid submitted by the firm was \$20,575.

AMERICAN 3/27/31

### Curley Finds Jobs for 80 More Men

Continuing his efforts to relieve suffering among the unemployed and their families, Mayor Curley today appointed 80 men as temporary gardener-laborer in the park department. They will be employed on the new municipal golf course in the Hyde Park-West Roxbury district and will receive wages of \$5 a day. Nearly all of the appointees are married.

## INSPECT NEW POLICE LIGHTS



OPERATING NEW POLICE SIGNAL LIGHTS IN BRIGHTON-ALLSTON DISTRICT

Left to Right—Police Commissioner Hultman, Mayor Curley, Supt. of Police Crowley, with Daniel Donohue, assistant to Supt. J. G. Sheehan, at desk. The Mayor, police commissioner and police superintendent inspected the new signal lights last night. While the officials were watching the demonstration the first "false alarm" on the lights came in.

## MULHERN ATTACKS GOODWIN'S COURSE

Charges Failure in Inquiry  
as Being "Curley's Man"

Finance Chairman in Reply Declares  
He Has Saved City Thousands

Charges that Frank A. Goodwin, chairman of the Boston Finance Commission, has failed to investigate city affairs properly, and that he has raised a "smoke screen" to cover his failings were made yesterday by Ex-Senator Joseph J. Mulhern at a hearing before the Legislative Committee on Cities on his bill to abolish the commission.

"Mayor Curley has got Goodwin in his back pocket, and Goodwin does not dare to investigate any city department," the ex-Senator asserted. "He's Curley's man. Curley got Allen to appoint him to the job, for which Curley agreed to support Allen for Governor, which he did."

He said that he felt an investigation of the Finance Commission at this time would be beneficial.

### Clash With Ward

Senator Michael J. Ward of Boston

bury, a member of the committee, interrupted: "You're peeved at the Mayor as a disgruntled office-seeker and that shouldn't be washed out before this committee."

Mr Mulhern came back: "That's your personal opinion and not one always to be followed."

In reply to the charges made against him, Chairman Goodwin said that "nothing would satisfy him better" than to have the Finance Commission investigated, adding that if it were thought advisable there could be no valid reason for not investigating the city administration as well.

### Goodwin Hits Back

Mulhern, according to Mr Goodwin, was "sore" on Mayor Curley because the Mayor, after agreeing to support Mulhern for District Attorney, gave his strength in the end to William J. Foley. The investigation of the Finance Commission, he asserted, was for the purpose of attacking Curley. Also, said Goodwin, Mulhern was displeased at the action of the Finance Commission in refusing to approve a legislative bill under the provisions of which a client of Mulhern's would be paid \$5000 by the city.

Answering charges about public building contracts, the chairman admitted that such contracts were "irregular" when he took office but, he said, "this matter was straightened out and they are not doing the job on the treasury that they were doing before."

In regard to the rates paid to real estate experts, he said: "These men are getting what they always got, and they always will."

He denied that Mayor Curley had been instrumental in bringing about his appointment as Finance Commission chairman, saying that the Mayor knew nothing of the matter until the

## WORK-FOR-AID PLAN DISCUSSED

Mayor and Public Welfare  
Overseers in Confab

Ways and means by which the city may exact some measure of work in return for the funds the Public Welfare Department is distributing, were discussed today by Mayor Curley at a conference of the overseers of the office of the Mayor in City Hall.

The question of whether or not it would be legal to require those receiving such aid to engage in work of a municipal nature, arose and Mayor Curley requested Corporation Counsel Silverman to look into this phase of the situation. It is understood that for some time a representative of the city has been making an investigation of those receiving assistance from the City Welfare Department to determine whether all are really in need. It was said that the probe was begun when the requests for relief began to pile up so rapidly that there were indications that the amount necessary to take care of all cases this year would reach the millions.

The presence of Chairman Frank O. Goodwin, Courtenay Guild and Judge Joseph A. Sheehan, all members of the Finance Commission, in the Mayor's office early this afternoon gave rise to the rumor that either the Mayor's personal investigator, Frank Howland or the Finance Commission's investigator, who also was present, had discovered something relative to the expenditure of public welfare funds that should be checked.

appointment had been announced.

### "Racket" in Law Department

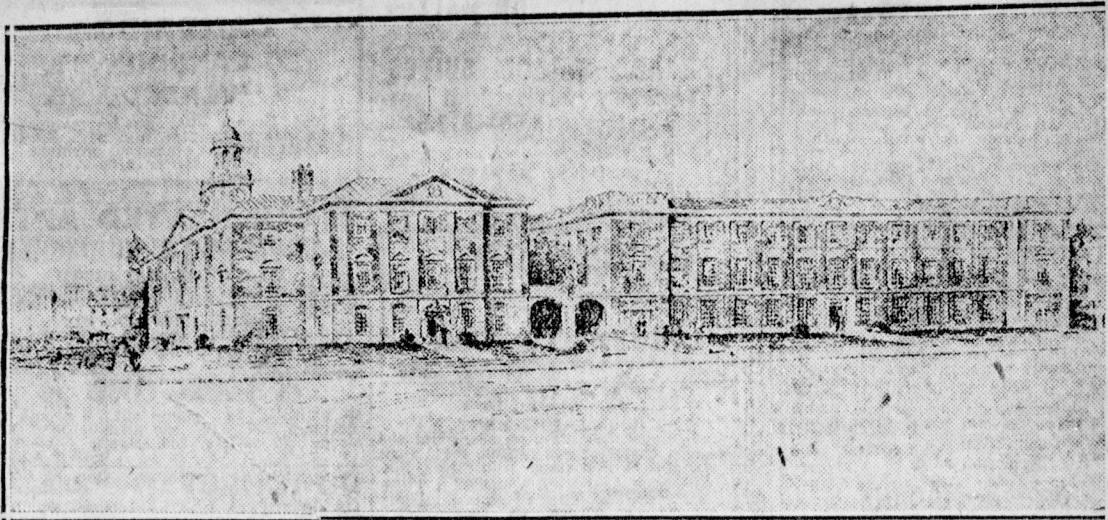
Goodwin said that he had stopped a "racket" in the Law Department at City Hall which saved the city thousands of dollars annually. It had been the custom for years, he said, to settle street damage cases, until the practice in 1929 cost the city \$176,000.

"I called the attention of the Mayor to the matter and he ordered that no cases be settled. In the following year the damage claims paid dropped to \$85,000."

He also declared that he saved the city thousands of dollars in connection with changes in city activities relating to tax titles and water income. He is now investigating the cost of fire apparatus, he said.

Corporation Counsel Samuel Silverman, who said that he held no brief for Mr Goodwin, opposed the Mulhern bill and said that the Finance Commission is a splendid institution that should be maintained for the benefit of the city.

# GROUP OF MUNICIPAL BUILDINGS PLANNED TO BEAUTIFY BOSTON END OF NEW TUNNEL



PROPOSED MUNICIPAL GROUP AT BOSTON PLAZA OF NEW TRAFFIC TUNNEL TO EAST BOSTON

The Boston end of the traffic tunnel to East Boston now under construction is to be beautified by a group of municipal buildings, including a tunnel administration building, police station and printing plant, to be built at Richmond and North sts, North End.

Mayor Curley yesterday gave to the newspapers an architect's drawing and a description of the colonial group, which it is believed will present a pleasing background from the vicinity of Adams and Dock sts when North st is widened on the easterly side from Dock sq to Cross st to 100 feet by removal of the buildings in the vicinity of Faneuil Hall.

The proposed group will be erected on land taken by the city in connection with the tunnel takings. The Legislature recently authorized the construction of a police station and printing plant on this land.

The new police station will replace the one now on Hanover st, North End, which will be wiped out by land-takings for the proposed vehicular traffic tube from the mainland to the island. It is estimated that about 40 policemen will be used daily in connection with the operation of traffic through the tunnel.

It was at one time planned to merge both police divisions 1 and 3 in one centrally located building, but this plan has been abandoned and the Station 3 building now on Joy st will be demolished and a larger police station will be raised on the present Joy-st site.

The tunnel administration building will provide administration offices, signal system, switch boards and garage for the emergency trucks, and will be located in the plaza on North st facing Cross st.

The architects, J. M. Gray and J. P. Heffernan, have adopted for the design of the exterior, the colonial architecture of Old Boston, with walls of red brick and stone.

## CITY TRANSIT OFFICIALS REAPPOINTED BY MAYOR

Chairman Thomas F. Sullivan and Commissioners Arthur B. Corbett and Nathan A. Heller of the Boston Transit Department, yesterday were reappointed by Mayor Curley. Chairman Sulli-

van for a three-year term, ending April 30, 1934; Corbett for a two-year term, ending April 30, 1933, and Heller for a one-year term, ending April 30, 1932.

The transit commissioners up to the present time have been appointed every year, but recently there was passed a city ordinance changing the tenure of office to three years. Chairman Sullivan was appointed for the new and longer term yesterday and each succeeding year a commissioner will be appointed for a three-year term.

## WILL MOVE FIRE PUMPS FROM "EL" POWER PLANT

Complying with a request presented by the Boston Elevated System some time ago the city will remove from the Elevated's power plant at Lincoln Wharf the high-pressure fire pumps there and replace them by two steam pipes at the Kneeland-st plant of the Edison Illuminating Light Company, according to an agreement reached yesterday at the office of Mayor Curley during a conference attended by representatives of the Edison company, the Elevated and Supt of Public Works Rourke.

When the city was asked some time ago to remove the pipes from the Elevated plant it was said the Elevated planned to replace its equipment at the wharf plant and would not continue to operate there on a 24-hour basis.

The pipes at the Elevated plant are to remain in service until about Aug 1, it was agreed, and Supt Rourke believes that at least one of the pipes at the Edison plant will be in commission by that time.

## CURLEY FOR CUT IN RELIEF FUND

### Officials Consider Means to Set Able-Bodied Men to Work

With the overseers of public welfare, the finance commission and the corporation counsel in attendance, Mayor Curley launched, this noon, a movement to devise a method of obtaining some return in the form of labor from many of the able-bodied men who are receiving weekly relief from the welfare department.

The tremendous drain upon the municipal treasury by the demands for relief from unemployed shows no signs of diminishing, and, unless there are legal obstacles to prevent the execution of a definite plan, Mayor Curley proposes to obtain, in the form of municipal work, a return from the recipients of relief commensurate with the money which they are drawing weekly.

The significance of the attendance at the conference of the finance commission members, Chairman Frank A. Goodwin, Judge Joseph A. Sheehan and Courtenay Guild, was not explained, but the importance which was attached to the meeting could not be concealed.

It has been rumored for weeks that there has been investigation of the welfare department, and the fact that Goodwin, Sheehan and Guild were participants in the conference was regarded in City Hall circles as confirmation of the report that the commission has reached the conclusion that opportunity exists for a material reduction in the expenditures for relief of the needy and the unemployed.

In describing the purpose of the conference, Mayor Curley limited it to an effort to devise ways and means of obtaining return in the form of work from the able-bodied men listed on the rolls of the welfare department.

# MULHERN RAPS FINANCE BOARD

Probed School Committee  
To Dodge Investigation  
Of Itself, He Says

## GOODWIN IN 'MAYOR'S POCKET,' HE CHARGES

Frank A. Goodwin, chairman of the finance commission, was bitterly attacked by Joseph J. Mulhern of Dorchester, former state senator, yesterday, at a hearing before the legislative committee on cities.

Charging the commission with investigating the school committee for the purpose of throwing off investigation of its own deficiencies, Mulhern stoutly supported a bill filed by himself and William C. Dolan providing that the commission be abolished.

Mayor Curley came in for his share of criticism as the former senator stated charge after charge of inefficiency, questionable transactions and acquisitiveness.

"I appeal to the committee to request Chairman Goodwin not to interrupt me while I present my case," he said, and added, "I ask the committee to consider an investigation of the finance commission if it is within the scope of this petition, which I think it is."

With regard to the commission's investigation of the school committee, he pointed out that for two years a board headed by A. Lawrence Lowell, president of Harvard, worked without compensation on a school survey.

"Still, Mr. Goodwin sets up a survey board, one member an educator from Fitchburg, and a representative from Brookline who has always been his arch enemy in the Legislature, and Matthew Sullivan, a contractor who, as near as I can find, hasn't built a building for years, and paid them almost \$14,000 for a survey that extended over a few short months.

### HITS REPORT PRINTING

"If my information is correct, Goodwin ordered 8000 copies of the report printed. For what? It's just as though the district attorney had 800 copies of an indictment printed and distributed. I say the report is ridiculous. It's a smoke screen to cover the shortcomings and failings of the finance commissioner.

"What about the awarding of contracts in the city of Boston?" he demanded suddenly of Goodwin. "I'd like to have it explained why one or two contractors get all the contracts.

"What has he to say on the purchase of the municipal golf course in West Roxbury, a matter which will probably cost \$1,000,000? What about the purchase of tires, automobiles and batteries

in this city? How is it that the city pays a great deal more for its automobiles than the state? Has the finance commissioner investigated the tremendous fees paid real estate experts in this city?

"What has the finance commissioner done about the banking of city funds?" he demanded. "Did he know of the \$116,000 in the Industrial Bank and Trust Company of which the mayor's brother, John Curley, was a vice-president? If he had been on the job the city wouldn't have had money in that institution. The city's money was used and placed on mortgages on property and the mayor's brother was interested in."

### ASKS ABOUT DOWLING

He inquired why the Exchange street investigation had been choked off and why Finance Commissioner Dowling lost his position.

"Curley has got Goodwin in his vest pocket," he declared. "Goodwin does not dare investigate any city department. Curley got Allen to appoint him to the job, for which Curley agreed to support Allen for Governor—which he did."

Speaking in reply, Goodwin said that nothing would satisfy him more than an investigation of his own department.

Mulhern, he said, was "sore" with Mayor Curley because the latter, after agreeing to support him for district attorney, finally lent his support to William J. Foley. He characterized Mulhern's demand for an investigation of the finance commission as an attempt to attack Curley.

Mulhern, he said, is displeased with the finance commission because it refused to approve a legislative bill under the provisions of which a client of Mulhern's would have received \$5000 from the city.

He said that Curley had agreed to support Mulhern "until he found out that Mulhern was being supported by bootleggers and gangsters," and charged that the drive Mulhern made against the administration of former Police Commissioner Wilson "was instigated by bootleggers, as the result of a scrap among them."

With regard to his own conduct as chairman of the finance commission, Mr. Goodwin said that he had straightened out irregularities in contracts made by the public building department and remedied conditions on Long Island by the discharge or retirement of 11 persons.

Land for the municipal golf course is being purchased at three cents a foot, he declared, and offered to investigate if Mulhern knew anything wrong about it.

### DEFENDS BANKING

"With regard to the charge that the city lost money by the closing of a bank recently, how was I to know that the institution was insolvent?" he asked. "I nor no other finance commissioner would know anything was wrong. It was kept open by the state commissioner. The statement was made merely to connect the bank with the name of John J. Curley, a brother of the mayor."

The Exchange street investigation was closed before he assumed office, he said, and he saw no reason why the contract for the East Boston tunnel should have been awarded to a man whose bid was \$3,000,000 higher.

He denied that Mayor Curley had been instrumental in bringing about his appointment as chairman of the finance commission.

He declared that he had saved the city thousands of dollars by ending a "racket" in the law department at City

Hall and by changing city activities regarding tax titles and water incomes. Corporation Counsel Silverman, speaking in opposition to Mulhern's bill, said that Goodwin had neglected to mention several ways in which the finance commission had been saving money for the city.

"I have no brief for Mr. Goodwin," he declared. "He has gone at me just as hard as he has at other department heads in Boston. I say that the finance commission is a splendid institution that should be maintained for the benefit of the tax payers and the mayor himself. I think this bill ought to be given but scant consideration."

The hearing was closed at the end of his remarks.

Post 3/27/31

### WITH AN OPEN MIND

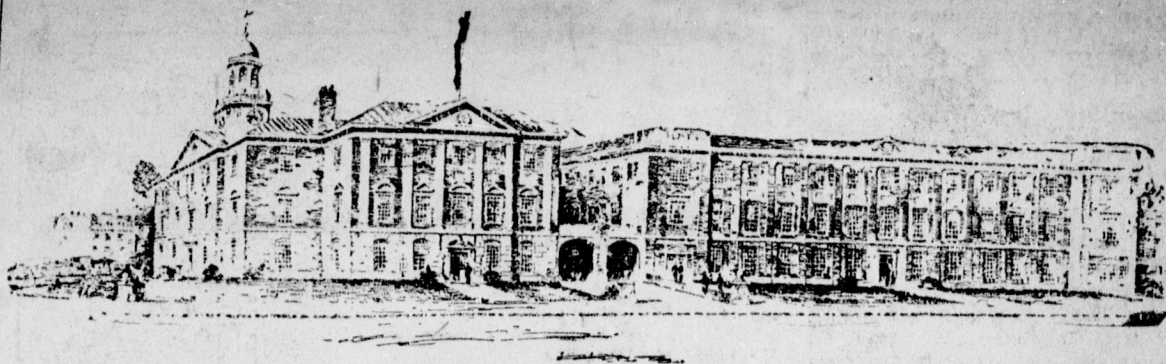
To Mayor Curley's suggestion of the transportation committee of the Legislature, that Willard of the Baltimore & Ohio and the Van Sweringens of the Chesapeake & Ohio and other railroad leaders be invited to give their testimony as to the solution of the New England railroad problem, there can be no valid objection. This matter is of such vital interest to all New England that we should be glad to investigate it from every angle.

At the same time we might bear in mind that none of these outsiders is likely to be primarily interested in New England or in the development of the port of Boston. They represent enormous aggregations of capital invested outside of New England, and their chief purpose in venturing into New England territory must necessarily be in the interest of their main investment. This does not mean that their participation in New England's railroad affairs would, perforce, be harmful to us, but it does mean that it would not be entirely altruistic.

This question of merging with the trunk lines that operate between New York and Chicago, or of keeping our New England lines intact, has been under consideration for a decade. Ten years ago our two principal lines, the New Haven and the Boston & Maine, were in very poor physical and financial condition. Their service then was admittedly wretched. The strongest argument then in favor of merging with the powerful trunk line systems was that they could and would help rehabilitate our roads and give us adequate service.

Since then our roads have been restored financially and physically, so that they need no outside help. As a result we are now in a position to investigate the possibilities of trunk line merger, or of maintaining the present status quo, in a wholly unbiased frame of mind.

## HOW TUNNEL ADMINISTRATION BUILDING WILL APPEAR



Architect's drawing of the proposed East Boston tunnel administration building, containing a police station and municipal printing plant, to be constructed over the tunnel at North and Richmond streets, North end. The architects are J. M. Gray and J. P. Heffernan, Boston.

## CITY BUILDINGS TO BE 'MERGED'

Tunnel Structure to House  
Police Station and Municipal  
Printing Plant

**\$650,000 AVAILABLE  
FOR CONSOLIDATION**

The East Boston tunnel administration building, a new police station to replace the Hanover street division headquarters and to provide accommodations for 40 officers who will police the tunnel, and a municipal printing plant will be grouped over the tunnel at North and Richmond streets, North End.

Mayor Curley yesterday announced the decision to consolidate the three buildings. He also said the proposed consolidation of the Hanover and Joy street police divisions in a new building on Joy and Cambridge streets had been abandoned.

Financing of the tunnel administration building will be done with funds from the tunnel appropriation, \$350,000 being available for the two new police department buildings and \$300,000 for the printing plant.

The site of the consolidated buildings has been taken in connection with the tunnel project. The tunnel building will provide administration offices, house the signal system and the emergency trucks used in the operation of the tube, and will be in the plaza on North street and will face Cross street. North of the tunnel the new police station will be erected and in addition to accommodations for the Hanover street division and the tunnel police, provision will be made for the housing of patrol wagons, ambulances and motorcycles in the basement.

One of the important features of the tunnel project is the widening of North street from Dock square to Cross street to a width of 100 feet. The additional street surface will be obtained by razing buildings on the east side of North

street. From Cross street to Richmond street, the tunnel plans call for the clearing of all buildings. When the work is completed the consolidated municipal buildings at North and Richmond streets will be visible from Adams and Dock squares.

Plans for the replacement of the Joy street police station will provide for a new building on the present site, with a wing extending to Cambridge street and resting on land owned by the city. It is probable that the principal entrance will be on Cambridge street.

## CURLEY REAPPOINTS TRANSIT COMMISSION

The three members of the transit commission were re-appointed by Mayor Curley yesterday in accord with the provisions of the recently changed city ordinance which extends the tenure of office from one year to three years.

Col. Thomas F. Sullivan, chairman, was reappointed for three years, Arthur B. Corbett for two years and Nathan Heller for a year. Hereafter an appointment for three years will be made annually.

RECORD

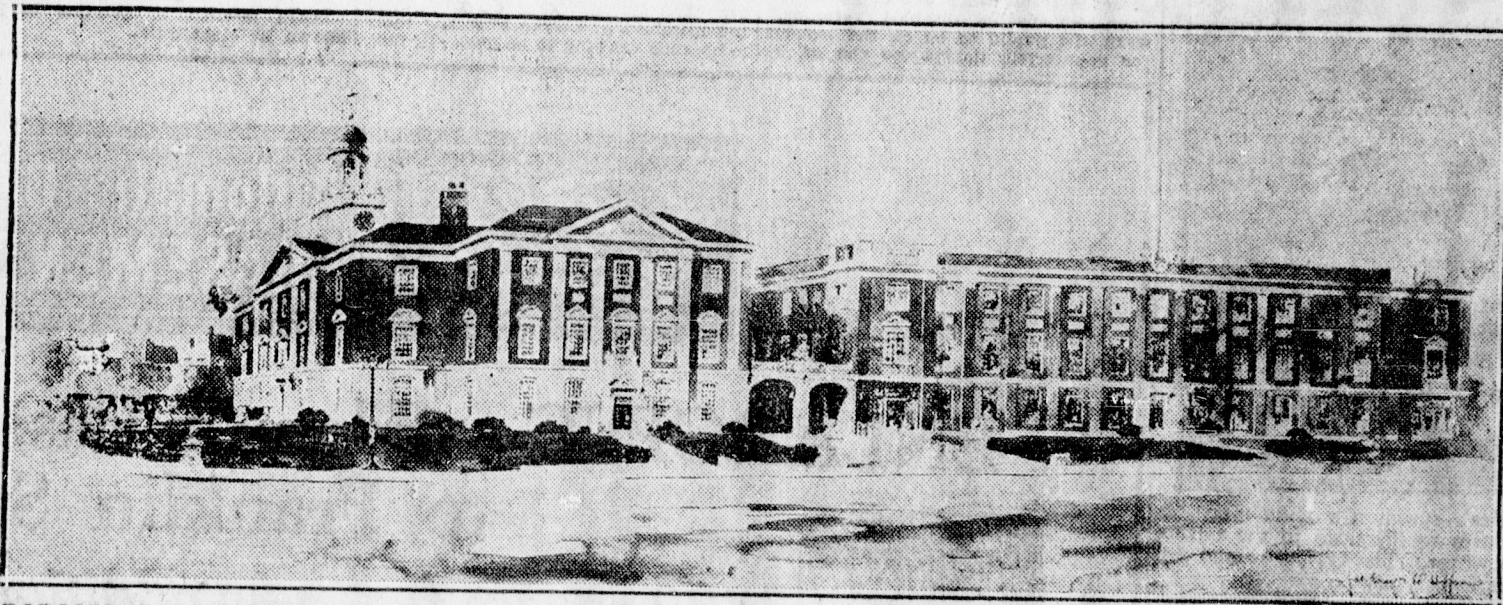
3/27/31

## Inaugurate New Police Signal System



Commissioner Eugene C. Hultman, Mayor James M. Curley and Supt. Michael H. Crowley, standing, l. to r., at formal inauguration of the new police signal system at the Brighton police headquarters last night. Officer Daniel Donahue is seated at switchboard of apparatus which Mayor Curley described "superior to radio signal system."

# Mayor Announces Plans for New Group of City Buildings at Boston End of New E. Boston Tunnel



PROPOSED POLICE STATION, TUNNEL ADMINISTRATION BUILDING AND PRINTING PLANT IN ARCHITECT'S SKETCH

The drawing shows the impressive group which is designed to serve the development in the North End incident to the construction of the new under-harbor traffic tunnel to East Boston. The street in the foreground is Richmond street, and to the left is North street. Forty traffic police, who will be on duty in the tunnel, and the men of the Hanover street station will be quartered in the new police station. The tunnel administration offices will also be housed here, as well as the new municipal printing plant.

Plans for a new group of city buildings to be constructed at the Boston end of the new East Boston tunnel at North and Richmond streets, North End, for the three-fold purpose of housing the tunnel's administration offices, a new city printing plant and a new police station, to replace the Hanover street station, were announced last night by Mayor Curley.

The proposed construction was authorized in a bill recently passed by the Legislature. Architects' drawings of the new group were made public by the Mayor. They are to be of colonial architecture, following the style of old Boston, with walls of red brick and stone.

By the demolition of a number of

buildings taken over by the city and the widening of North street to a width of 100 feet, the buildings will be made visible from both Adams and Dock squares and will form a harmonious background for the municipal development in the vicinity of Faneuil Hall.

The decision to include the present police division 1 headquarters now located on Hanover street in the new group of buildings will bring about the abandonment of plans to consolidate stations 1 and 3. Station 3 on Joy street will be enlarged and some of the territory now covered by the Hanover street police will be taken over by that division.

The new police station will house the

40 extra police officers necessary for the policing of the tunnel. The station will be erected on the North street side of the tunnel building. The old police station will be razed as soon as the new building is erected. Ample provisions have been made in the new structure for all the traffic police needed in the tunnel. Garage facilities for housing patrol wagons and motorcycles will be made in the basement of the building.

The tunnel administration building will provide offices, signal boards and garage accommodations for the emergency trucks and apparatus. It will be located on the plaza on North street facing Cross.

It is now the plan of the city

authorities to carry out the construction of a new police station on Joy street, West End, on the site of the present station and on land now owned by the city between the present building and Cambridge street.

J. M. Gray and J. P. Heffernan are the architects for the new group.

Globe  
3/27/31

## City's Poor Relief Under Mayor's Fire

### Welfare Board Summoned to Meet Finance Commission and Curley's Agent

Mayor Curley today summoned the trustees of the Public Welfare Department to a conference in his office and to face whatever ideas concerning the tremendous expenditures of that department might be supplied as the result of an investigation made in the last few months by Frank Howland, one of the mayoral secretaries and eight investigators employed by the Finance Commission. Present at the conference were the members of the Finance Commission, headed by Chairman Frank A. Goodwin.

In years past the Finance Commission has investigated the methods in the Public Welfare Department and has reported on many phases of the work. The department is now handling more money than ever before and the mayor has allotted \$3,100,000 additional over that spent last year. Whether the department is too liberal in its relief or makes insufficient inquiry into the worthiness of its beneficiaries are two of the important questions now before the mayor. Another matter is whether work should not be found for the able-bodied beneficiaries which would redound to the city's benefit.

Investigator Howland, who has been making frequent reports to his chief, is said to have discovered many leaks that require correction. Such matters have always been open to dispute as they have been brought to the attention of the public officials. With nearly 5000 needy families on the list for weekly aid ranging from a few dollars to more than \$25, in accordance with the number of children involved, the department has grown far beyond its ordinary scope, and the report is that it is impossible for the visitors to provide the necessary check-ups.

Though Mayor Curley is anxious to effect a radical change he is reported to be wholly in the dark as to the method to pursue.

### Rejects Measure for Party Nominations in Boston

By a roll call vote of 114 to 83, the House of Representatives has refused to substitute for an adverse committee report a bill to provide for party nominations in Boston's municipal elections. A small group of Boston Democrats, led by Representative Lewis R. Sullivan, made a hard fight for passage of the measure, declaring that the present system often results in the election of a minority candidate.

Representative George A. Gilman, Boston Republican, opposed the measure on the ground, he stated, that it would permit Mayor Curley to remain in office indefinitely. Under the bill the term of mayor would be reduced to two years, instead of four, with the right of mayors to serve successive terms. The bill would become effective in 1933, when Mayor Curley's term ends, said Gilman, and would mean that "Curley would be mayor for the next ten or fifteen years."

The House, by a vote of 99 to 96, substituted for an adverse committee report a bill to permit a person arrested on a charge of driving a motor vehicle while under the influence of liquor to be examined by a physician of his own choice.

The House refused also, on a rollcall vote of 106 to 92, to substitute for an adverse committee report, a bill for establishment of a system of unemployment insurance and the incorporation of an employers' mutual unemployment insurance company.

### 300 Cherry Trees to Blossom on Parkway

Three hundred flowering cherry trees will be planted along the Arborway, Jamaica Way and Riverway during the next few weeks. Mayor

Curley today approved a request of Park Commissioner William P. Long for permission to purchase the trees.

They will replace some Japanese cherry trees which failed to thrive in this climate.

### Mayor Awards Contract

A contract for repairs to the Prison Point bridge in Austin st., Charlestown, at a cost of \$20,575 was awarded to Coleman Bros. by Mayor Curley today.

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### MAYOR CURLEY'S APHORISM FOR TODAY



"The Volstead Act has proven an ignoble experiment in the incubating of crime and criminals. It has enriched Canada, impoverished America, corrupted law-enforcing officials, made respect for lawfully-constituted authority a mockery and overnight, through alcoholic substitutes, has elevated humble undertakers to lordly morticians."

# Following Our Mayor

By FRANKLIN COLLIER

MAYOR CURLEY HAS A DAILY APHORISM.

SO DO OTHERS!



WHAT'S THE BIG IDEA? WHERE DO YOU THINK YOU ARE GOING? LET'S SEE YOUR LICENSE!

OFFICER A. RESTALL



LET ME HAUL THE MARBLE AND I CARE NOT WHOSE STATUES GO INTO THE MARBLE HALLS.

JOHN DROHAN.

I COULD NEVER UNDERSTAND WHY THEY SAY A MAN WHO WAS KNOCKED DOWN IN A STREET FIGHT WAS BEATEN UP!

© SHELLY GROW



IF SHE IS SUPPOSED TO BE ONE OF THE ELITE OF THIS TOWN, THEN EXCUSE ME!

ANN TIPATHY



WHEN CURLEY IS MAYOR YOU DON'T HAVE TO STOP AN' ASK WHO'S MAYOR

OTTO GROW.

THE BROOKLINE COUNTRY CLUB IS LIKE A BASS HORN. THE AVERAGE MAN NEVER GETS A CHANCE TO PLAY IT.



O. U. TELHAM

IT IS SIMPLY A PHYSICAL IMPOSSIBILITY FOR A MARRIED MAN TO DO HIS WORK AT HOME.

TEX. FASTERSON



# RELIEF TO BE GIVEN ONLY UNDER OATH

## Curley Orders New System of Aid to the Needy to Stop Frauds

In order to halt poor relief frauds, Mayor Curley announced today that the city will draw up an entirely new dole list, re-registering all applicants for aid and placing them all under oath.

All persons found making false statements in their applications will be prosecuted, he declared.

Payment of relief will hereafter be 50 per cent in cash, the rest in provisions and groceries, instead of all cash, as heretofore.

All men receiving aid and physically fit for work will be employed part time on the streets, playgrounds and parks.

While Mayor Curley said the losses sustained by the city have been small, Chairman Frank A. Goodwin of the finance commission in a statement today said a readjustment will doubtless save several hundred thousand dollars.

### 4749 ON RELIEF ROLLS.

The mayor pointed out that, because of extreme conditions this winter it was necessary to pay city aid without investigation, to prevent suicides and starvation, but that it has now become possible to correct the situation.

There are 4749 persons on the relief rolls and 20,000 more persons are dependent on them. This list will be continued in effect during re-registration of the poor.

Both the mayor and Chairman Goodwin absolved the overseers of public welfare and other officials and employees of that department from blame. Both praised the overseers. Goodwin complimented them and Mayor Curley for so quickly correcting the situation when it was brought to their notice.

During the winter the relief rolls gained more than 3400 names, and the amount doled out this year to date is approximately \$2,000,000.

### "RACKET," SAYS GOODWIN

Anonymous telephone calls to the Public Welfare Department today told of persons illegally receiving aid, adding to information supplied by Finance Commission probers. One man was reported to be receiving

## GERMAN LINER GREETED



Lieut.-Gov. William S. Youngman, representing Gov. Ely, and Joseph Conry, representing Mayor Curley, and Capt. Mulchin of the Milwaukee as they appeared on the deck of the Hamburg liner on her first call to the port of Boston to take on passengers. The greetings of city and State were conveyed to Capt. Mulchin. (Staff photo.)

his pay a week from the city, in spite of a good job and a bank account of at least \$5000.

Finance Commission investigators found men using their doles to buy radios and to pay for houses they were buying. In most cases these heads of families had obtained work after having been placed on the poor relief rolls.

"If aid had been withheld this winter pending thorough investigation, many mothers and children might have died of starvation or have been victims of suicide because of the existing conditions," said Mayor Curley.

Chairman Goodwin said:

"It is only fair to say we found nothing to indicate dishonesty among employees of the Public Welfare Department. They have been overwhelmed with work and a unprincipled people have taken advantage, and the whole thing is beginning to assume the proportions of a 'racket.'"

TRANSCRIPT 3/28/31

# Curley Bills Will Be Cut to the Bone

Municipal Finance Committee  
Opposed to Most of \$31,-  
000,000 Program

Will Decide Thursday

Chairman Wragg Says Halt  
Must Be Called in Lavish  
Spending by Cities

By Richard D. Grant

The proposal of Mayor James M. Curley to spend approximately \$31,000,000 outside the debt limit of the city of Boston on various projects, including a thoroughfare running from Arlington square to Chardon and Merrimac streets which would cost \$11,000,000 to construct, is due for a severe jolt, judging by the attitude of most members of the legislative committee on Municipal Finance. The committee will into executive session on the Curley bill next Thursday, when it is planned to retire to the seclusion of a room in some local hotel where, behind locked doors, the program will be thrashed out.

Senator Samuel H. Wragg of Needham, chairman of the Municipal Finance Committee, said today that he expected the Curley program would be "cut to the bone"; that it was the intention of the Legislature to halt the lavish spending habits of cities and towns generally. It seems highly probable that, with the exception of approximately \$3,000,000 to be used for the construction of schools in Boston and a part of the \$1,250,000 which the mayor has asked for development of the Boston Airport, the committee will turn thumbs down on the mayor's plan.

Senator Wragg said it was not the intent of anyone on his committee to be niggardly toward the Boston mayor. On the contrary, it is his personal wish to give Mr. Curley every possible assistance in measures that will be of material benefit to the community.

"But if we should give Mayor Curley everything he has asked for, or which is called for in petitions either bearing his name or approval," Senator Wragg declared, "it would be absolutely impossible for the forces at the command of the city to perform the work."

Representative Charles Bruce of Everett, who was five times mayor of his home city, and who is now a member of the committee on municipal finance, agreed with his chairman. He admitted that the committee anticipates a "terrible

the table on the Curley matters. "The local authorities, not only in Boston but elsewhere, are running wild," he said.

## Calls Project "Impossible"

Senator Wragg cited the Arlington square-Chardon street thoroughfare as one project which he regarded as "impossible."

"This project," he said, "calls for the issuance of bonds for \$11,000,000, which the mayor wants to run for fifty years. Why, the interest on these bonds alone would amount to ten millions and the people would be paying higher taxes on account of them for the next half century."

"There are city of Boston bills totaling \$20,000,000 for the construction and reconstruction of streets. Mr. Curley couldn't possibly handle all these projects if they were given to him. He complains that the Legislature makes the term of bonds issued for such work too short, thereby imposing an undue immediate burden on the cities and towns. It is a fact, however, that the real trouble is that the cities and towns are forever borrowing and spending beyond their means."

"This is a bad year to contract so many additional obligations. The interest on the municipal debt is piling up so fast that a large part of the present tax rate is devoted to discharging old obligations, going for interest and principal on outstanding bonds."

"In time if this keeps up, the cities and towns won't possibly be able to pay these heavy charges because their resources will have been exhausted."

Although Senator Wragg was emphatic in stating that he was speaking for himself, he made it equally clear that there was other strong opposition on the committee. Some of the members, he declared, would shut down on Mr. Curley entirely, giving him nothing, but the Senate chairman does not share this viewpoint. He argues that if there is actual need, it is the duty of the Legislature to see that Mayor Curley is given the means to satisfy it. Overshadowing all else, however, is the committee's interest in safeguarding the taxpayers; seeing to it that the average man is not plunged into debt, rather than helping local officials to spend his money.

The bills relating to the Boston school construction program amount collectively to \$5,000,000, and Senator Wragg said he thinks most of the members of the committee are disposed to vote favorably upon them. They also feel that they should assist the mayor in his efforts to improve the Boston Airport, although it is a question whether they will report favorably the \$1,250,000 he is after. Every thing else will be cut to a minimum.

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# Too Much Activity There for Size of Field

Flying conditions at the Boston airport are so crowded now at certain times that they are positively dangerous, Captain Albert L. Edson, airport superintendent, declared yesterday at a meeting of managers of the various flying services and members of the Mayor's committee on aviation at the office of Park Commissioner Henry P. Long.

## TOO MUCH ACTIVITY

Captain Edson stated that between the week-end student flying, the operations of the army and National Guard planes, which cannot be restricted, and the scheduled flights of the transport planes, there is too much activity at one time for the size of the field. He pointed to the danger of collisions of planes, of which there have been several recently.

The meeting yesterday was significant in that it will lead to a decision as to whether the present operators of aviation companies at the Boston airport will be permitted to have the field exclusively to themselves, or whether new companies approved as to their reliability by the Park Commissioner, may operate there.

Crocker Snow, president of Skyways, Inc.; Frederick L. Ames, president of the East Coast Aircraft Corporation, and Harry D. Copeland, manager of the Boston branch of the Curtiss-Wright Flying Service, all appeared personally to voice their protests at the permission granted by the park department to a new company to fly commercially on the field.

The company, which these operators frankly claimed, has been cutting to some extent into their business, is the P. W. L. Flying Service, which has rented an office in the Colonial hangar and which also keeps three airplanes there, paying a high monthly rental, as well as purchasing gasoline and oil from Colonial.

## Companies Losing Money

Commissioner Long stated that none of those companies had been forced or even begged to invest on the airport and to build hangars there, and pointed out that right now the Curtiss-Wright Flying Service would like to sell or lease one of its own hangars.

Snow declared that his company has been and is losing money in its operations on the airport, a condition shared by the Curtiss-Wright, according to Copland, and said further that if it is the policy of the city to permit additional companies to operate there, his company will close its hangar and discontinue business.

Speaking for the P. W. L. Flying Service, which is composed of Neil Pratt, former Curtiss sales manager; Edward H. Wright, 3d, and Charles A. Loring, Jr., the latter two pilots, Alonzo E. Yont, Boston attorney and director of the company, suggested co-operation between his company and the other operators for settlement of the rate question and other differences. Commissioner Long said that for the present he will take no action, hoping that the operators will come to an agreement.

# WELFARE GROUP IS EXONERATED

## Mayor and Fin Com Head Clear Men in Jobless Scandal

Mayor Curley and Frank A. Goodwin, chairman of the finance commission, today absolved the members of the overseers of the public welfare and its employees from blame in connection with amazing conditions revealed in the manner of distribution of unemployment relief.

The result of a conference at the mayor's office, attended by the finance commission, investigators and others directly interested in the matter, revealed that money paid out for unemployment relief amounted to a "racket" which caused expenditures aggregating \$2,300,000 since the first of the year, and led the mayor to call a halt.

Investigators for the mayor and for the finance commission told of relief funds being paid out to persons who applied the money payments on an expensive radio and premiums on a \$7000 insurance policy in one instance, and mortgage note payments to a co-operative bank in another.

### "RACKET" PROPORTIONS

Changes suggested by the mayor will be put into operation. These are explained in a statement issued by him today. The chief magistrate of the city says that the implication that there has been wrongdoing applies solely to the recipients of aid, is infinitesimal in character and unquestionably will be corrected. Goodwin in his statement says that unprincipled people have taken so much that the matter is beginning to assume the proportions of a "racket."

Mayor Curley's statement follows:

"It would be most unfortunate if the impression were given that the city had sustained, or was sustaining, great losses in consequence of being imposed upon by persons receiving aid from the public welfare department.

"It is unquestionably true that many families have been aided and have accepted of assistance from the city even after the breadwinner in the family had secured employment. The total number of families aided approximately 4700, and it is extremely difficult to exercise that character of supervision that would be necessary to prevent any individual family imposing upon the city. During the past winter it has been an extreme emergency situation, with much unemployment and the ever-present necessity for immediate aid, naturally resulting in a postponement or an extension of the period of investigation.

### NO TIME TO INVESTIGATE

"That families who are not entitled to receive aid did receive aid was to be expected. If hard and fast rules had been applied and aid had been withheld pending a complete and thorough investigation, there is reasonable certainty that many mothers and children might have died of starvation, or be victims of suicide, because of conditions.

"I have kept in constant touch with the department, and every capable fi-

nancial officer connected with the administration has at one time or another during the past year made a personal investigation with a view to ascertaining ways and means of reducing the cost of operation. Until the present month there has been no prospect of opportunity for employment for the needy who were without work. With the beginning of spring, realizing that there was a reasonable prospect for the employment of a considerable number, the conference held Friday was arranged.

It was agreed that there would be a re-registration of all persons receiving aid, with a proviso that each individual be required to take oath to the statements made by him as to his financial condition and immediate needs. This is the same system that it was found necessary to adopt in the soldiers' relief department and that has operated so greatly to the advantage of the city. Re-registration will start next week. In the mean time aid will be furnished, but as a consequence of the oath taken in connection with re-registration, any applicant receiving aid and not entitled to receive aid will be criminally liable and prosecuted.

"Arrangements were made whereby hereafter any person physically fit receiving aid from the city will be required to perform work in return for the aid received. It was further determined that hereafter in the allotment of aid 50 per cent. of the amount allotted be in orders for provisions and groceries and the remaining 50 per cent., covering rent and light and other items, be in cash.

"The overseers of the public welfare comprise a group of men and women of eminent standing, both in the business and philanthropic fields of activity, who devote their time without compensation the greater portion of each week during the year.

"It would be impossible to purchase service of the character rendered by these good men and women. The implication that there has been wrongdoing applies solely to the recipients of aid from the public welfare department, is most infinitesimal in character and unquestionably will be corrected through the re-registration and a more minute system of investigation which will be installed."

### GOODWIN'S STATEMENT

Chairman Goodwin's statement follows:

"It would be unfortunate if any publicity should create the impression that the finance commission has criticised the overseers of public welfare. That board is made up of high-minded, public-spirited men and women giving their time and energy without compensation, to a difficult and thankless task.

"In our investigations, we have received the hearty co-operation of the overseers and their employees. It is only fair to say that we have found nothing that would indicate dishonesty among the visitors or other employees of the department. They have done as well as they could under the unusual circumstances. They have been overwhelmed and, of course, as in such cases, unprincipled people have taken advantage; and the whole thing is beginning to assume the proportions of a 'racket.'

"The mayor and overseers deserve great credit for their prompt and summary response to the information and suggestions given by us, and I have no doubt that hundreds of thousands of dollars will be saved."

What the commission learned from its eight investigators is being closely guarded and will not be fully disclosed until its report is made ready in a few days. It is expected to prove sensational.

A jump in the relief money paid out in the months of January, February and thus far in March raised a question as to whether a large number of persons were not imposing on the city.

The total for January and February was \$1,000,000, but this month it jumped to \$700,000, of which \$600,000 was paid out in cash. Mayor Curley ordered cash payments to stop except in emergency cases for rent and clothing.

### TO CHECK UP ON RELIEF

Meantime, the 4200 married men, most of them heads of families, now receiving aid will have to make new applications or relief will stop. Each application is to be investigated, and in this way it is expected to detect those not entitled to aid.

In any case where the city has been defrauded through false claims for relief, the law department will be asked to compel repayment of the money.

Mayor Curley is also of the opinion that many married men now receiving \$15 to \$25 weekly should work for the money. He is against any "dole" system, and believes jobs can be found that will in no way encroach on the rights of union labor.

### MONEY FOR LUXURIES

While the finance commission was making its investigation, Mayor Curley also was checking up on the recipients of the city's bounty through Frank T. Howland of his office.

In one case it was found that a family receiving cash payments from the city was using part of the money to keep up \$7500 in life insurance policies.

Other cases where the money was spent for things which come more under the head of luxuries than necessities were brought to light.

The finance commission investigation is said to have disclosed that many of the visitors whose job it is to investigate cases before relief is given were either negligent or inefficient, or both. Some of these visitors face the loss of their jobs.

### CONFERENCE HELD

Plans to compel many of those receiving aid to go to work were made at a conference of the mayor, the full board of overseers of the public welfare, Chairman Frank A. Goodwin of the finance commission and Commissioners Courtney Guild and Joseph A. Sheehan, in the mayor's office yesterday.

After the meeting the mayor declined to comment on reports that many men had been receiving money from the city to which they were not entitled, or to say what the results of his personal investigation had been.

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the issue. The same law stipulates that those refusing to perform work as directed by the overseers would be guilty of a criminal offense and could face prosecution. This law will be pressed into service in the present situation, it was stated.

Chairman Goodwin, in view of the reports from his investigators, insisted at yesterday afternoon's meeting with the Mayor and overseers that each of the 400 persons receiving from \$5 to \$25 a week in unemployment relief from the city be rigidly investigated. He insisted that each be required to sign affidavits swearing that they own no valuable property and that they actually were in need of relief.

It was learned that Chairman Goodwin declared if this was done, there was evidence that a fourth of those now receiving unemployment relief could be brought before the courts for the first time and charged with perjury.

This would mean about 1175 fakirs each receiving an average of \$15 a week, making \$916,500 in a year, who would be cut from the list for the benefit of the working taxpayers. Unless immediate action were taken, he contended, the number would increase.

Five investigators have been making the secret probe for the Finance Commission, it was revealed. Their probe will not be completed for several more weeks, it was stated, and until that time the Commission's complete report will not be made public.

The investigation thus far, however, has established, it was learned last night, that hundreds of fakirs are among those who line up weekly at the cash counters in the charity administration building at Chardon and Hawkins street and accept the unemployment relief funds.

#### Working and Getting Relief Too

Along with disclosures that persons owning houses have been accepting the unemployment relief, that others have bank accounts and others have shares in co-operative banks, the investigators have found that a great number are not unemployed, but are actually working and receiving pay.

In the case of tracing a man to a gambling rendezvous in the North End, it was declared the investigators took up the man's trail, right from the administration building after he received his "dole," to the doors of the clubroom in the North End, where a lively card game was in progress when the probers banged on the door. This man had given the clubroom as his address.

It was learned that at the Mayor's conference Chairman Goodwin protested that the social welfare visitors, who have the duty of investigating the poor relief cases, have not checked up properly. He insisted that the entire 4700 cases should be investigated by the welfare visitors all over again.

The question whether some of the visitors were themselves in on the "racket" was raised by some of the Mayor's conferees, and Chairman Simon E. Hecht of the Overseers warned that he would discharge them on the spot if any evidence could be obtained to connect any of the employees with the so-called racketeering.

He declared that many of the visitors were unequalled anywhere in the country for their ability and integrity. Here Chairman Goodwin paid tribute to a number of the visitors, but insisted that they were unable to cope with the increased demands of the present year. He recommended that more be appointed so that each applicant for aid might be investigated thoroughly.

When it was brought out that the jobless relief would cost the city \$700,000 for March alone, and that of this \$800,000 is being passed out in cash over

one counter to applicants for aid, it was recommended at the conference that the overseers return to the policy of giving out grocery orders in all cases except where small amounts of cash were needed by the applicants to pay bills for rent and other necessities.

The Mayor's conference with the Finance Commission members and the Board of Overseers was secret. Following this session the overseers returned to their headquarters at Hawkins street and discussed the recommendations and suggestions made at the Mayor's conference, but it was indicated that they will wait until their official Wednesday meeting to adopt the new orders. It was learned that the statement was made at the conference that investigation disclosed that many of the recipients of the "dole" were getting more money from the city than they got when they worked, thus withdrawing any incentive to go back to work as long as they could get more money for loafing.

#### Mayor's Work Plan

Mayor Curley brought out at the conference that he learned that under the General Laws the city is not only required to support the needy but is also obliged to put them to work. And it is under this long forgotten law that the Mayor decided to start the drive to weed out the unworthy and cut down the burden of the taxpayers.

Corporation Counsel Silverman, it was learned, presented at the conference a legal opinion on the question of law brought up by the Mayor. He stated that Section 2 of Chapter 117 of the General Laws gave the overseers authority to put the recipients of poor relief to any kind of work. Under the law, he said, they would be working for their dole and would not be classed as city employees, or would not be subject to civil service rules.

The section referred to provides that "The overseers of public welfare shall have the care and oversight of all poor and indigent persons so long as they remain as charges of their respective cities and shall see that they are suitably relieved, supported and employed, either in the workhouse or almshouse, or in such other manner as the city directs, or otherwise at the discretion of the overseers of the public welfare."

Corporation Counsel Silverman advised the conference that the General Laws also made it a criminal offence for a person receiving relief to refuse to perform work requested of them, provided that they are certified as physically able.

#### Work Plan to Be Forced

It was agreed at the conference that persons with jobs who are receiving city aid under the guise of unemployment will be stripped from the list, because their present occupations would prevent them from performing the work to be ordered for them by the overseers.

The Mayor made it plain at the conference, it was declared, that he will insist that the overseers of the public welfare force the able-bodied who are receiving unemployment relief to go to work at once with broom and shovel.

Frank B. Howland of the Mayor's secretarial staff was the Mayor's private investigator working the last two months at the charity administration building, checking up on those receiving unemployment relief funds. His confidential reports have been turned over to the Mayor, who, it was stated, was early convinced that strict measures would have to be adopted to end the "racketeering."

## MAYOR'S TEST FOR REAL FRIENDSHIP

Mayor Curley's line for today reads:

"To learn who your real friends are, seek an endorser on a note."

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## PHANEUF BACK IN SCHOOL SERVICE

Deputy Superintendent of Construction

Charles D. Cadigan Is Named Chief Inspector

Mayor Curley was yesterday notified by the School Buildings Department of the appointment of Edward J. Phaneuf as deputy superintendent of school-house construction and Charles E. Cadigan as chief inspector of construction.

Phaneuf returns to the public school service, in which he was formerly connected for several years, dating from 1911. In his new position he will receive \$5500 a year. He lives at 45 Bailey st, Dorchester.

Cadigan lives at 356 Seaver st, Roxbury. He has been an assistant chief inspector in the school buildings department at \$2800, and in his new position he will receive \$3300 a year.

## CURLEY CUP COMPETITION TO BE PLANNED APRIL 2

The Boston and District Soccer League will meet at Everett Thursday night when arrangements will be made to conduct the Mayor James M. Curley Cup competition. The series is expected to get under way at an early date and all the teams in the League are being counted on to take part in the Cup games.

Bird and Son will play Sturtevant's at Walpole this afternoon in the opening Spring game of the old B and D League.

Clan McGregor of Quincy will entertain Dorchester Waverley boys in their first home game for many months.

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# MILLION IN GRAFT PAID IN CITY AID

People Owning Houses and Others Having Bank  
Accounts Getting Relief, Says Fin. Com.  
Head---Mayor Orders Sweeping Inquiry

Fully 25 P. C. of All  
Claims Said to Be  
Dishonest

HUB'S "DOLE" NOW  
\$700,000 A MONTH

Those Able to Work  
Must Do So, Says  
Curley

Fakirs obtaining unemployment re-  
lief funds are fleecing the city at the  
rate of \$1,000,000 a year, Chairman  
Frank A. Goodwin of the Finance  
Commission estimated last night, in

revealing at the same time that in-  
vestigators have been conducting a  
secret inquiry among the city's job-  
less who are collecting what amounts  
to a dole and have uncovered  
astounding conditions.

## "RACKET WORKED ON CITY"

That men who own houses have  
been collecting financial aid from the  
city, anywhere from \$5 to \$25 a  
week; that others have been found  
who have been collecting money al-  
though they have bank accounts;  
that still another was using his money  
from the city to pay his \$500 in-  
surance policy and another to pay in-  
stallments on a radio, were among  
the revelations of the investigators,  
who have been working the last three  
weeks and are not yet through, it was  
stated.

Moreover, in one instance, according  
to their report, the investigators trailed  
one man who had collected city aid at  
the charity administration building at  
Chardon and Hawkins streets to a  
gambling resort in the North End.

Simultaneous with Goodwin's state-  
ment of his investigation, it was re-  
vealed that a member of Mayor Cur-  
ley's secretarial staff has been quietly  
conducting a probe at the charity build-  
ing during the last two months and his  
reports have satisfied the Mayor that

the situation has reached the propor-  
tions of a "racket."

## Mayor Starts Inquiry

A sweeping investigation of the en-  
tire situation, together with drastic  
action to cut down the poor and un-  
employment relief fund which will  
reach a high figure of \$700,000 for this  
month alone, was launched yesterday  
afternoon by the Mayor.

The Mayor called into hasty confer-  
ence the Board of Overseers of Public  
Welfare, together with Corporation  
Counsel Samuel Silverman, Chairman  
Goodwin and Judge Joseph A. Sheehan  
and Courtenay Guild of the Finance  
Commission to devise ways and means  
of stopping the relief drain on the city  
treasurer.

Among the first steps to be taken  
by the Mayor is to cause an investi-  
gation to learn who, among the un-  
employed receiving city financial aid,  
is physically able to work. All of  
these persons, it is planned, will be  
called upon to go to work with  
brooms and shovels to tidy up the  
parks and clean up the streets and  
alleys of the city. Others will be  
obliged to take up other kinds of  
public work.

## Must Work for Funds

An old law which requires the over-  
seers not only to support the indigent  
in their care but to force them to work  
if they are able, has been uncovered,  
it was stated, and will be used to force

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# START TWO PROBES ON CITY WELFARE AID

## Startling Conditions Reported Revealed at Conference in Office of Mayor Curley

That for several weeks there has been quietly in progress two separate investigations into the circumstances of those receiving aid from the city's Public Welfare Department became unofficially known yesterday afternoon after a conference at Mayor Curley's office, which was attended by the trustees of the Welfare Department, members of the Finance Commission and Corporation Counsel Silverman.

Conditions which some people are said to have regarded as next to startling are reported to have been revealed at the conference, but the meeting was private and there was nothing forthcoming in the nature of statements following the conference, which lasted more than an hour.

### Goodwin Is Present

Present at the conference called by Mayor Curley were Simon E. Hecht and trustees of the Public Welfare Department, Chairman Frank A. Goodwin, Courtenay Guild and Judge Joseph A. Sheehan, the last three members of the Finance Commission; Frank B. Howland, who it is said has been making an investigation for the information of the Mayor, and an investigator of the "Fin Com."

It was learned that the investigations that preceded the conference at City Hall were begun because of the rapid manner in which the expenditures of the Public Welfare Department have been mounting since the period of depression and unemployment struck this city with the rest of the country more than a year ago.

The department's budget for the present year asks about \$4,000,000 for the payment of pensions and annuities to dependents, mothers' aid and old age assistance. Of that total about \$3,000,000 is to be expended for dependents. This is in excess of the general running expenses of the department.

It was learned that during the present month more than \$600,000 in cash has been handed over the counter, so to speak, to the 4200 on the rolls of the unemployed, mothers' aid and

those receiving poor relief. The \$600,000 is exclusive of about \$100,000 additional for grocery orders and running expenses of the department.

Thus far this year the department is said to have expended nearly \$2,000,000 in welfare work.

The expenditures were increasing with such rapidity that Mayor Curley not only selected one of his secretarial force, Mr. Howland, to make an investigation for him, but he later thought it best that he confer with the trustees of the Welfare Department to see if some means could not be arrived at whereby able-bodied men receiving financial assistance from the city's welfare department could be made to do some labor for the city in return for the money given them.

Mayor Curley evidently realized that such procedure as he contemplated might involve a legal aspect and that probably accounts for the presence of the corporation counsel at yesterday's session.

### Would Stop Cash Gifts

It was learned that it was suggested at the conference that the overseers stop their distribution of cash and go back to the policy of giving the beneficiaries orders for groceries. A small amount of money will come into the hands of those receiving aid even under this plan, but this will be used chiefly for rent and the result would be that as little actual cash as possible will be handed out. It is understood that Mayor Curley asserted himself firmly for an immediate substantial reduction in the expenditures of the Welfare Department.

Unofficially it was suggested that the entire list of 420 unemployed be completely abandoned and a new list prepared with each applicant for aid thoroughly investigated by the visitors of the department.

It developed that for some weeks the Finance Commission has had at least eight investigators checking up on those receiving assistance as unemployed and that they have actually gone into homes to make sure of their information. Those obtaining such relief from the city are said to receive from \$5 to \$25 weekly from the public treasury.

It is thought that the reports turned in by the "Fin Com" investigators gave rise to the belief that perhaps anybody could journey down to the welfare headquarters on Chardon st. make the proper plea and get on the rolls to receive funds from the city's Welfare Department.

One of the investigators is reported to have discovered that one family, alleged to be receiving \$20 weekly from the city, was using some of the

and some of it to keep the premium on a \$7500 life insurance policy paid. The name of the beneficiary involved was not revealed.

Other investigators are said to have uncovered instances where money paid out for assistance to supposed worthy poor or unemployed was being used for purposes other than it was intended.

### Visitors Criticized

It was learned that Chairman Goodwin of the Finance Commission was not pleased with the manner in which the visitors were making investigation of cases before money was paid out, and Chairman Hecht of the Welfare Board is said to have agreed with the Finance Commission head that visitors not doing their work properly should be disposed of promptly.

Trustees of the overseers are said to have stated that every case that had come to their attention was thoroughly investigated and that because of the greatly increased number of cases in the last year the number of visitors had been increased by 18.

It was learned on good authority that as yet the Finance Commission has made no report to Mayor Curley on its investigation of the distribution of welfare funds, but it was believed that such a report is forthcoming at the completion of the investigation, which is said to be still in progress.

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## WILL ASK \$200,000 FOR SOLDIERS' RELIEF WORK

Mayor Curley will send an order to the City Council tomorrow asking for \$200,000 to continue the work of the Soldiers' Relief Department. The department has run out of money temporarily, but this condition will automatically be taken care of with the passing of the municipal budget.

## MAYOR CURLEY NAMES 40 TO SEWER DEPARTMENT

Mayor Curley yesterday announced the appointment of 40 inspectors for the Sewer Department and about 75 temporary laborers, 25 to the sewer service, 23 to the paving service and 26 to the water service.

## CONTRACT FOR NEW BRANCH LIBRARY IS AWARDED

Mayor Curley was notified yesterday by the Public Library trustees that they had awarded a contract for the building of a new branch library at 419 Faneuil st, Brighton. The contract award is for \$100,000 for land and building.

## APPROVES CONTRACT FOR DEMOLITION OF BUILDINGS

Mayor Curley yesterday approved a contract to the New England Building Wrecking Company for \$5489 for the demolishing of buildings along the line of the traffic tunnel to East Boston. The buildings included in the contract are at the Boston end of the proposed tunnel. Many of the buildings along the tube route will remain standing for a year or more before it will be necessary to raze them.

## CONTRACT FOR SEWER

Mayor Curley yesterday awarded a contract for a new sanitary sewer along Summer st from Park st to the city hall. It is estimated that

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the finance commission that time to call an immediate halt to the alleged extravagances of the welfare department.

Mayor Curley's most perplexing problem has been the mounting costs of public welfare and as quickly as he learned facts which warranted decisive action, he elected a definite course.

The overseers refused to concede that conditions in the department approached the situation described by the finance commission, but it was admitted that a certain number of unscrupulous fakers have been collecting weekly aid. It was asserted, however, that they did not exceed 100 of a total of 4200.

In support of the defence by the overseers that vigorous efforts have been made to detect the fakers, it was set forth that the men on the unemployed list have been compelled to report at the Hawkins street welfare yard, five days per week, and that this system had effectively prevented any men from engaging in regular employment.

The overseers agreed that some recipients of aid were actually drawing more money weekly from the city than they earned prior to the loss of employment and it was conceded that such conditions made it particularly difficult to inspire these men with a desire to find jobs.

A charge that there are serious "leaks" in the welfare department was stubbornly questioned, but it was tacitly admitted that the time was ripe for changes in policy.

Mayor Curley assumed the authority to announce the changes. While he diplomatically referred to them as suggestions, which he desired the overseers to consider, it was generally understood that they were decisive instructions.

By ordering a return to the discarded policy of providing relief in the form of grocery and provision orders and rent receipts, the mayor imposed upon the overseers a policy which will stop the practice of payments of cash to the unemployed, in his opinion.

#### TO REDUCE RELIEF LISTS

The insistence of the mayor that able-bodied unemployed must actually labor for the aid which they receive from the city is expected automatically to rid the relief lists of several hundred names.

How extensive and how generous have been the payments which have been made in cash to unemployed, who have represented that they were without means of support, is shown by the records of the welfare department for the current month.

The payments over the counter of more than \$600,000 in March establish a new record. Not all of this money has been charged to the unemployed list, but it represents the total cash payments which have been made to recipients on all relief lists.

In addition the bills for coal furnished by the city are expected to exceed \$60,000, the cost in February, and it is estimated that the cash equivalent of the grocery orders which have been distributed will approach \$30,000. These figures do not include the administrative cost of the department, and it was officially admitted yesterday that the total expenditures for the month would be far in excess of \$700,000.

In January and February, welfare department expenditures were about \$1,200,000, of which more than \$950,000 was charged to "outside relief" which includes the unemployment list.

#### MAYOR'S COMMENT

Mayor Curley was conservative in discussing the meeting last night, he said:

The primary object of the meeting was to take steps to reduce, without doing injury to the needy,

the expenditures of the public welfare department.

Although work hasn't opened up as everyone expected it would, there is the possibility that some people are receiving aid who are not entitled to it. Of course we do not want to draw the lines too tight because by that method we might deny help to persons really in need of it.

We discussed means of providing work for some of those aided so that they will find it more profitable to get work outside than it is to do work in return for help from the city.

#### WANTS SOME RETURN

##### City Would Like Work from Able-bodied Drawers of Relief

"The main purpose of the meeting in the mayor's office was to determine a manner in which the city can get some return in work from the able-bodied men to whom it is paying relief," said Walter V. McCarthy, secretary of the welfare department, last night.

"It has long been felt that it would be better for all concerned if men receiving help from the city could do part-time work in payment for aid. Many of the men getting help are anxious to do some sort of work in return. They feel that if they are allowed to do some city work they will feel less like objects of charity."

"Under the plans discussed yesterday most of the men would be assigned a few days a week to the public works or park departments. They could also do work in almshouses or infirmaries operated by the city."

"The finance commission, I believe, realizes the tremendous burden that has been placed on the public welfare department this year and has shown a spirit of co-operation in dealing with the department."

#### ENCOURAGING SIGN

Secretary McCarthy added that in the past fortnight there had been a marked reduction in the number of applications for assistance received by the department, an encouraging sign. During the past two weeks, he said, there were only about half the number of applications for aid there were during the peak of the demand in the middle of the winter.

William H. Taylor, a member of the board of trustees, pointed out that under the plan the men being helped by the city would not be employed by the city although they might be called upon to do city work.

"The law says that the poor shall be relieved, aided and employed," he said, "in any way that the overseers may direct. So that they will work on city work under the direction of the overseers of the poor and will not be employed by the city, which would necessitate civil service examinations."

"This cannot be made too clear," he continued, "because if the idea spreads that those getting aid from the welfare department will get jobs from the city, we will be swamped with applications."

"The men who will be called upon to do two or three days a week work for the aid the city is giving them will all be able-bodied men. No one unable to work will be asked to."

#### WORKING ON IDEA SOME TIME

"The welfare department has been working on this idea for some time and the mayor called in the finance department and the trustees of the welfare department to have it outlined. All thought it was a splendid idea and it was a very co-operative meeting. The finance commission made it plain that they had no criticism to make of the

manner in which things have been handled.

"During the past strenuous winter the mayor has been with the welfare department 100 per cent. and the city council has also been ready at all times to co-operate. They have aided us in our program to help people in their own homes rather than in institutions. The result has been gratifying and compares favorably with any city in the country."

The overseers of public welfare are: William H. Taylor, Simon E. Hecht, Margaret L. Gookin, and Vincent Brogna, whose terms expire May 1, 1931; Asad Mudarri, Mrs. Eva W. White, Edward H. Willey and Cornelia G. McMahon, whose terms expire May 1, 1932, and Morris Bronstein, Anders T. Tellstrom, Sophia M. Friedman and James P. Maloney, whose terms expire May 1, 1933. Mr. Hecht is chairman; Walter V. McCarthy, secretary, and Mr. Maloney, treasurer.

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#### MAYOR CURLEY SENDS MESSAGE OF CONDOLENCE

The messages of condolence went out from Mayor Curley's office yesterday, one to Mrs. Ben Johnson and the other to Mrs. Ernest S. Barnard, widow of the late president of the American League.

To Mrs. Johnson Mayor Curley wrote:

"I sincerely mourn with you in the passing away of your noble husband. He established the American League of baseball clubs upon the highest pinnacle the national game has ever known in this country. He embraced a courage, fearlessness, high sense of honor and rectitude, untiring devotion to his friends and was a splendid type of all that contributes to genuine American citizenship. Mr. Johnson never came to Boston without calling upon me at City Hall and his death is a distinct loss to all that promotes the best character of our country's sportsmanship."

The Mayor's message to Mrs. Barnard follows:

"I tender to you a most sincere expression of my sympathy in the death of your devoted husband. He gave to the game of professional baseball the same honesty and integrity which marked his private life, and his untimely death is a severe loss to the national game of our country."

# RELIEF 'RACKET' AROUSES MAYOR; HE ORDERS HALT

## PROBERS FIND CITY CASH USED FOR LUXURIES

Some Persons Draw More Than They Earned When At Work

## ALL AID IN FUTURE TO BE GIVEN IN GOODS

Recipients of Doles Must Take Jobs When Offered

An unemployment relief "racket" described as the principal contributing factor to unprecedented expenditures of the city's public welfare department, aggregating \$2,000,000 since Jan. 1, was abruptly halted yesterday by Mayor Curley.

Aroused by preliminary reports of a finance commission investigation, by disclosures of his own personal investigator and by the knowledge that cash payments of more than \$600,000 have been made "over the counter" since March 1, the mayor demanded a drastic reduction in expenditures and commanded the overseers of public welfare to inaugurate new policies that will immediately check an orgy of spending which he will no longer tolerate, he said.

### CHANGES TO BE MADE

By request of the mayor these changes will be made immediately:

Unemployment relief will be provided in the form of grocery orders and rent receipts instead of in weekly cash payments of from \$5 to \$25.

Recipients of relief will be compelled to make adequate return to

the city in the form of labor on public works, in the parks and playgrounds or in whatever municipal service the overseers direct. Refusal to engage in laborious work will be punished by elimination from the relief list.

Present unemployment relief list of 4200 names, including many not entitled to municipal aid, will be discarded and a new list will be compiled restricted to unemployed who have been found, upon thorough investigation, to be deserving of assistance.

Expenditures in every branch of the welfare department will be cut to the lowest possible minimum.

A conference was called by Mayor Curley yesterday to present demands for new policies on the overseers. The conference was attended by Chairman Frank A. Goodwin, Judge Joseph A. Sheehan and Courtenay Guild of the finance commission, an investigator and accountant of the commission, the overseers, Frank B. Howland, the mayor's personal investigator, City Auditor Rupert S. Carven, Corporation Counsel Silverman, Commissioner of Public Work Rourke, Park Commissioner Long and Soldiers' Relief Commissioner Lydon.

### IMMEDIATE REDUCTION

The mayor emphasized his determination not only to put a quick check upon expenditures for welfare and soldiers' relief, but to insist upon immediate drastic reductions.

The primary purpose of the conference was to devise methods of compelling recipients of unemployment relief to engage in municipal work, but the overseers of public welfare suddenly found their administration under direct fire from the finance commission.

An intensive but incomplete investigation, for several weeks, of the 4200 recipients of unemployment relief, has provided the finance commission, according to its members, with sufficient evidence on which to characterize this phase of the public welfare work as a "racket" with such ramifications that there is possibility of a highly sensational report of conditions at the conclusion of the inquiry.

The finance commission charges that

unemployment relief has been handled so loosely that unscrupulous persons have encountered no difficulty in making immediate collections of cash at the Chardon street headquarters and in having their names permanently placed upon the relief list.

Despite the emphatic assertions by the overseers of confidence in the integrity of their permanent force of visitors and in the 18 temporary visitors whose services have been loaned by private welfare agencies, the finance commission asserts possession of conclusive proof of many cases which have never been investigated but about which reports have been submitted by visitors to the overseers.

The criticism of the visitors aroused Chairman Simon Hecht of the overseers, and while it was the obvious purpose of the overseers to challenge the informal statements of Chairman Goodwin, it subsequently developed that an agreement by the overseers was made to discharge the entire personnel of the force of visitors if proof of inattention to duty, failure to investigate cases, or the submission of untrue reports, could be furnished.

It was reported that the results of the private investigation which has been made for Mayor Curley are in general accord with the revelations uncovered by eight investigators employed by the finance commission and that co-operative action by the mayor and the commission is based upon the decision that welfare department expenditures must be speedily reduced.

It is the contention of the finance commission that there is so slight investigation of applicants for unemployment relief that almost any person can visit the welfare department and obtain money. Investigators have gone to the homes of the majority of the 4200 persons listed as unemployed in actual need of municipal aid and their reports have revealed astounding circumstances.

### PAYMENTS ON RADIO

One family, drawing \$20 weekly, devoted the money to payments for an expensive radio and to meet the premiums upon a life insurance policy of \$7000.

Many other families admitted that the weekly dole from the city was devoted to luxuries and entertainment, and in a large number of cases, investigators reported, that they visited homes, in which there was a complete absence of indication of financial embarrassment.

In other cases admissions were made that the relief funds were used to meet mortgages held by co-operative banks. The startling disclosures convinced

# GOVERNOR'S ISLAND LEASE REJECTED BY CITY OFFICIALS

## TERMS OF WAR DEPARTMENT INACCEPTABLE

Provide Boston Improve  
Land, Then Vacate at 30  
Days' Notice

## MAYOR TO APPEAL TO HURLEY OR HOOVER

Charges Original Agree-  
ment Changed on Vital  
Points

The city of Boston, through Park Commissioner William P. Long and Corporation Counsel Samuel Silverman, has rejected the lease of Governor's Island tendered by the war department on the ground that it is not in accord with congressional authorization of the transfer of the government property to the city.

Revelation yesterday that the city and war department have been at variance for three weeks on the terms of the lease brought to light for the first time that the huge projected development of the East Boston airport is endangered.

The congressional act, passed last winter, authorized the transfer with the single restriction that control of the island should revert to the government in time of emergency.

Insistence of Assistant Secretary of War Frederick H. Payne that the city must accept a draft of a lease which insures war department control and stipulates permanent improvements by the city, unrelated to the proposed development and extension of the airport, has forced the city to refuse bluntly consideration of the lease proposed by Mr. Payne.

Payne is attempting to maintain that the city shall construct a commodious wharf at the island, shall connect it with the present airport by a paved roadway, shall concede the right of the war department to erect buildings on the island, and shall agree that the war department possess the right to give the city 30 days' notice to vacate.

### WOULD APPEAL TO HURLEY

Unless conciliatory efforts through Maj.-Gen. Fox Conner, commander of the first corps area, result in definite and satisfactory action, Mayor Curley will appeal to Secretary of War Hurley and perhaps to President Hoover. Park Commissioner Long and Corporation Counsel Silverman, have diplomatically called Mr. Payne's attention, through Maj.-Gen. Conner, to the congressional act, authorizing the transfer, with the single restriction.

The attention of Mr. Payne has also been called to a statement in writing of Secretary of War Hurley that any lease acceptable to Mayor Curley and Maj.-Gen. Conner would be satisfactory to the war department.

The attitude of the war department and the refusal of department officials to co-operate with the city in providing an airport which would be an invaluable factor in the defence of New England in a period of war, are mysteries to city officials.

The reason for the right-about-face movement of the war department which interposed no objection to favorable action by Congress upon the petition of Mayor Curley has not been divulged in the negotiations which have been in progress about the lease for three weeks.

It is understood that the position of Assistant Secretary Payne is at variance with the attitude of Maj.-Gen. Conner who was officially advised of authorization to prepresent the war department in the consummation of a lease.

Maj. Gen. Connor and Col. John H. Hughes of the first corps area suggested a lease which met with the approval of Long and Silverman, provided two provisions of no particular consequence were eliminated.

Before the changes were made, Maj. Gen. Connor, by order of Assistant Secretary of War Payne, presented a new draft of lease to Commissioner Long. The provisions showed so conclusively that there was no intention by the war department to transfer control of the island to the city, unless it were agreed that the department should retain permanent authority over the island, that the draft was quickly rejected.

It was returned to Maj. Gen. Conner and sent back to Assistant Secretary

Payne, together with the objections raised by city officials and with a reiteration of the stand of Boston that Congress ordered the island turned over to the city without a single string attached to the lease other than the provision that control would revert to the government in time of war.

Park Commissioner Long said last night that he could not conceive any reason for the demand of the war department for the construction of a wharf, or of a paved roadway from the airport.

### WOULD GIVE NO CONTROL

"This last lease," said Long, "would allow the city to expend an unlimited fund for the development of the airport but would not give to the city even remote control of the island. The lease specified that the war department could, at any time, erect any buildings that were thought desirable, and that only 30 days' notice need be given at any time for the vacating of the lease."

"Our attitude is that if the city is going to expend \$1,000,000 or more for the leveling of the island and its addition to the airport, the city must have absolute control except in time of war when there would be no need of a definite specification in the lease providing for the reversion of control to the war department."

"We are aiming to make the Boston airport the best in the world but the war department is not exhibiting any visible indication of co-operation, in spite of the knowledge that this enlarged airport would be of tremendous value to the department and to the nation in a period of emergency."

Both Long and Silverman are hopeful that Maj.-Gen. Conner may be successful in obtaining authority to handle the matter. If he fails and if the war department maintains its position, it is certain Mayor Curley will appeal for aid from President Hoover who has repeatedly expressed his approval of the mayor's plans.

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forming other work ordered by the overseers.

The first task for the able-bodied jobless was provided yesterday when the Mayor ordered the laying of a sanitary sewer under Summer street extension from Fargo street to the reserve channel, South Boston, a \$29,100 job.

To perform the major part of the work the Mayor approved the appointment of 74 laborers at \$5 a day, but the husky jobless receiving from \$5 to \$25 a week from the overseers will be required to help out at least three days a week.

Other measures which the board will adopt to stop the rise in welfare expenditures will be the reinvestigation and reregistration of the 4700 persons now receiving unemployment relief.

Secretary Walter V. McCarthy of the overseers last night contended that the Boston Welfare Department was the model of the country and insisted that the board felt confident that every case on the books was deserving. He virtually challenged the investigators to present names and facts regarding fakers alleged to be receiving funds.

He declared that the 44 public welfare visitors have been investigating the applicants for relief which have reached the record number of 12,000 this year. That an increase in the staff of visitors would be necessary was indicated by the Finance Commission.

Confidence that the new regulations would result in reducing the requirements for poor and unemployment relief by cutting out the unworthy cases was voiced yesterday by Mayor Curley and Chairman Goodwin.

## TO CUT OUT FAKERS

### Judge Sheehan of Finance Commission Says City Relief Will Be Fully Looked Into

Only people who are actually in need will receive city aid when the investigation of conditions among the jobless of the city has been completed, Judge Joseph A. Sheehan, member of the Finance Commission, told members of the class of 1898, of English High School, at their 33d annual reunion last night at the Hotel Bradford.

The lists of those now receiving aid will be cut substantially as a result of the investigation now going on, Judge Sheehan stated, and only those in need will benefit by city aid on the completion of the investigation. He declared that the force of workers of the Public Welfare Board is inadequate, and that it is impossible for the workers to investigate every case thoroughly.

Treating briefly on the survey of the school system, Judge Sheehan declared that in justice to Chairman Frank A. Goodwin of the Finance Commission it should be stated that he has been performing a constructive work. There can be no doubt, he said, that when the smoke of battle has cleared away, the work will prove of benefit on all sides.

Other speakers were Charles C. Littlefield, for the past 37 years secretary of the class of 1899; Edward W. Connors, secretary of the class of 1923; William B. Snow, assistant superintendent of schools; and Walter F. Downey, present headmaster of English High School. The class officers were in charge of arrangements and include: Henry J. Dixon, president; Fred M. Foley, vice-president; Herman M. Blumenthal, treasurer, and Bradley M. McCausland, secretary.

# TO IMPROVE BOSTON SYSTEM

## Poultry Market to Be Studied for Change

In early January, Mayor Curley, who has been for some time interested in improving marketing conditions in the city of Boston, attended an open meeting of the Federation of Massachusetts Poultry Associations, and asked the producers' endorsement of a committee he was about to appoint for the purpose of undertaking an intensive survey, covering the production, marketing, and consumption of poultry and eggs in New England. The personnel of the committee was chosen as a group combining numerous essential contacts for information as well as technical experience in assembling and interpreting statistical material.

### EXPERTS TO AID

The names proposed were: Fred V. Waugh, director New England Agriculture Research Council; Professor Harold B. Rowe, agriculture economist, Mass. Agricultural College; John T. Scully, director Industrial Bureau, city of Boston; Leavitt C. Parsons, publisher New England Poultryman, and Dr. P. H. Mallowney, director Food Division, city of Boston, Health Department.

This committee was unanimously endorsed by the representatives of the Poultry Associations as free from personal prejudice and political influence.

Following this endorsement, the Mayor called together the committee on Feb. 16, for their formal organization. All five nominees accepted and attended. It was voted to operate under the name of the Boston Poultry Market Study, and through subcommittees representing the producers in each State and through co-operating committees in various affiliated fields to gather and classify every available fact concerning our New England poultry problems. It is expected the completed study will later be published as an official document and given wide circulation.

The chairman of the committee, Fred V. Waugh, who brings to our service a direct contact with the U.S. Department of Agriculture, pointed out that the larger the personal interest of New England producers, the more valuable will be the study and the more help can be counted on from city and government agencies. He asked that the thousands of readers of the Post be invited to co-operate and send

their personal comments, complaints or suggestions to him at the office of the committee, Room 537, 80 Federal street, Boston.

A study outline covering New England poultry problems is now being prepared, and any suggestions or comments on points that interest you will be gladly received and may prove helpful in making the work more complete.

### Sends Condoling Messages to the Widows of Ban Johnson and Ernest S. Barnard

Messages of sympathy were sent yesterday by Mayor Curley to the widows of the two late presidents of the American League Baseball Association, Ban B. Johnson and Ernest S. Barnard, who died within the past 48 hours.

To Mrs. Johnson at St. John's Hospital, St. Louis, the Mayor wired: "I sincerely mourn with you in the passing away of your noble husband. He established the American league of baseball clubs upon the highest pinnacle the national game has ever known in this country. He embraced a courage, fearlessness, high sense of honor and rectitude, untiring devotion to his friends, and was a splendid type of all that contributes to genuine American citizenship. Mr. Johnson never came to Boston without calling upon me at City Hall and his death is a distinct loss to all that promotes the best character of our country's sportsmanship."

To Mrs. Barnard he telegraphed: "I tender you a most sincere expression of my sympathy and that of the people of Boston in the death of your devoted husband. He gave to the game of professional baseball the same honesty and integrity which marked his private life and his untimely death is a severe loss to the national game of our country."

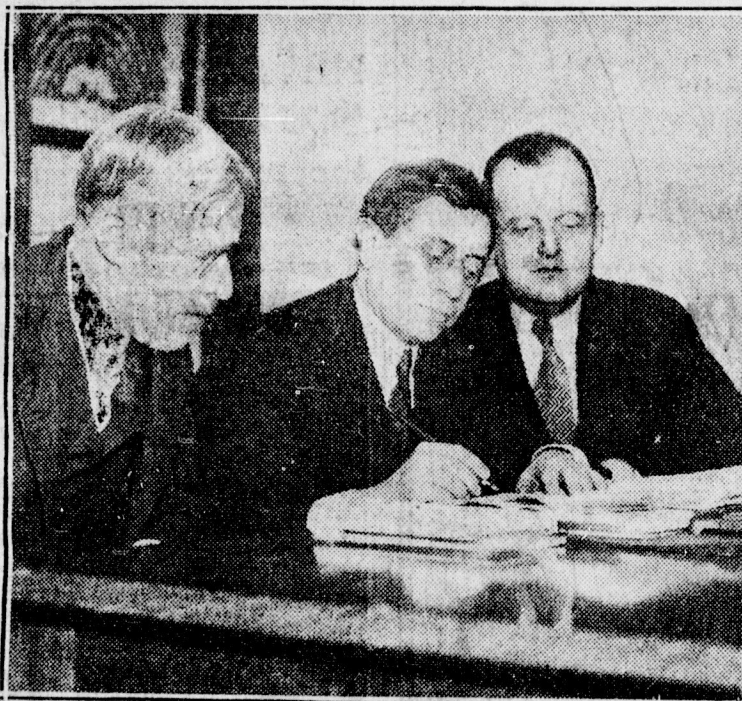
### ADVERTISE 3/29/31 114 MORE MEN TO BE PUT TO WORK

Mayor Curley yesterday, through orders to the City Council, extended his campaign for the relief of unemployment by authorizing the employment of 114 men in the department of public works and by authorizing the advance of \$200,000 to the soldiers' relief fund pending the receipt of funds provided in the budget.

Forty sewer inspectors, 25 teamsters and 49 laborers will be added to the city payroll.

# FRAME NEW FORM TO STOP FAKERS

## City to Require All Seeking Aid to Take Oath—Criminal Action Promised Offenders



FRAMING AFFIDAVIT TO HALT CITY DOLE FAKERS

Photo snapped yesterday shows city officials drawing up affidavit which will halt fakers from receiving city funds. Left to right: Rupert S. Carven, city auditor; Corporation Counsel Samuel Silverman and City Budget Commissioner Charles J. Fox.

Criminal action against all persons accused of fraudulently receiving unemployment relief from the city, as charged by Chairman Goodwin of the Finance Commission, was promised last night by Corporation Counsel Samuel Silverman, as the Overseers of the Public Welfare prepared to adopt a new form of application blank, requiring all those seeking aid from the city to answer under oath, subject to the penalties of perjury.

This method is expected to weed out the 1200 fakers who have been receiving a weekly dole from the city, averaging \$15, and amounting to approximately \$18,000. The new form will require applicants to tell, under oath, whether they have any property, money in the bank

income from working children, relatives or boarders, pensions, or from any other source.

They will also be required to tell whether they have automobiles and how they have attempted to obtain work before applying for city aid.

If the Finance Commission will provide the names of those alleged to receiving relief illegally, the city law department will take means to secure warrants for their arrest, said Silverman. Overseers of the public welfare also challenged the Finance Commission to make known the names of the alleged fakers, but Finance Commission officials indicated last night that their report would not contain the names.

### Women Included

It was brought out during the investigation yesterday that women who have been receiving money from their husbands working away from home, have also been seeking aid from the city.

Hitting back at the protest of the

investigators that aid should not be given to home-owners Assistant District Attorney Vincent Brogna of the board of overseers contended that in worthy cases it was cheaper for the city to pay the interest on the mortgages.

He warned that if the owners of small equities in their homes were deprived of city relief the unfortunate people would lose the houses through foreclosure and the city would be forced to move their furnishings to a flat and then pay the rent.

### Goodwin States Position

Chairman Goodwin, in placing the duty of fixing the identity of the unworthy recipients of aid upon the overseers, explained that his investigators lacked the appropriation necessary to investigate thoroughly the 4700 unemployment cases receiving from \$5 to \$25 a week. He expressed the belief that expert social welfare visitors would be required to obtain positive proof against the 1175 cases which he estimated were fraudulent.

In revealing that the unemployment relief funds were being obtained to pay off mortgages, buy radios, carry \$7500 insurance policies and purchase luxuries, he declared that his investigators had shown that financial aid is being illegally obtained by some people not entitled to it.

While Chairman Goodwin reiterated his contention that the investigation would save the city "hundreds of thousands of dollars," through the adoption of corrective measures, Mayor Curley's statement insisted that the wrong-doing on the part of the recipients of aid was "infinitesimal in character."

Both agreed that the wrong-doing was confined solely to the fakers who posed as jobless persons in need of aid.

### Overseers Also on Guard

Even before the Finance Commission launched its investigation of the jobless aid three weeks ago, the overseers had co-operated with the administration officers during the past year to protect the funds from fraudulent applicants, when the demands for poor relief started to climb to the possible total of \$7,000,000 for the year, with \$700,000 being given out for this month alone.

Chairman Simon E. Hecht of the overseers announced that the board installed last Tuesday a system to catch workers who applied for aid by posing as jobless men in need of relief. Each applicant was presented with a card and ordered to report at different hours each day so that he would be unable to hold his job and collect aid, unless possibly he happened to be a night worker.

The overseers held a special session yesterday at the charity headquarters at Chardon and Hawkins streets, West End, but postponed further action until tomorrow when they will consider the corrective measures recommended by the Mayor and Finance Commission to weed out all the alleged fakers.

By tomorrow they will receive the new form of application blank which all applicants for aid will be required to fill out under oath, subject to the penalties of perjury, with consequent criminal prosecution, if found to have made false statements.

Corporation Counsel Samuel Silverman, City Auditor Rupert S. Carven and Budget Commissioner Charles J. Fox, yesterday, on orders from the Mayor, started to draft the new application blank to determine the financial status of those seeking relief funds.

At the full meeting of the board of overseers Wednesday, they will adopt the recommendation of the Mayor to force physically-fit men to work for their dole by cleaning up the city streets, parks and alleyways and per-

# AID 'RACKETEERS' MAY FACE COURT

## Silverman to Prosecute All Named By Fin Com as Obtaining Funds For Relief Undeservedly

Persons who received welfare funds from the city of Boston to which they were not entitled and persons who obtained relief funds while they had bank accounts or owned property will be prosecuted for larceny and receiving money under false pretences, if the Boston Finance Commission produces their names, Corporation Counsel Samuel Silverman announced yesterday.

Silverman's statement was the highlight of a day during which Mayor Curley announced that the losses by payment of relief funds to the undeserving were "infinitesimal," other city officials prepared to re-register under oath all who desire relief, and Chairman Frank A. Goodwin of the Finance Commission praised the Mayor and his subordinates for their prompt response to the information given by the commission.

### Goodwin Sees Big Saving

"I have no doubt," Chairman Goodwin said, "that hundreds of thousands of dollars will be saved."

Corporation Counsel Silverman declared that the city will play no favorites in prosecuting those alleged to have obtained welfare funds to which they were not fully entitled. He intimated that a list of names presented by the Finance Commission would be enough to set his machinery of prosecution in motion.

Mayor Curley's statement explained that the emergency of the past Winter allowed for some latitude in the receipt of benefits which would not be permitted in normal times. He described in detail the procedure that would be followed in granting relief from now on.

As his statement was made public, Mr. Silverman, Budget Commissioner Fox, and City Auditor Carven were at work on a new form to be used in registering applicants for relief. This new form will be placed before the Public Welfare Department tomorrow, should be available for use by mid-week, and will be utilized in a new checkup by department "visitors," or field workers, immediately.

### The Curley Statement

The statement made public by Mayor Curley follows:

"It would be most unfortunate if the impression were given that the city had sustained, or was sustaining, great losses in consequence of being imposed upon by persons receiving aid from the Public Welfare Department.

"It is unquestionably true that many families have been aided and have accepted assistance from the city even after the bread winner in the family had secured employment. The total number of families aided approximates 4700, and it is extremely difficult to exercise that character of supervision that would be necessary to prevent any individual family imposing upon the city.

"During the past Winter it has been an extreme emergency situation, with much unemployment and the ever-present necessity for immediate aid, naturally resulting in a postponement or an extension of the period of investigation.

"If families who are not entitled to receive aid receive aid, it was to be expected. If hard and fast rules had been applied and aid had been withheld pending a complete and thorough investigation, there is a reasonable certainty that many mothers and children might have died of starvation or been victims of suicide, because of conditions.

### Regular Surveys Made

"I have kept in constant touch with the department and every capable financial officer connected with the administration has, at one time or another during the past year, made a personal investigation with a view to ascertaining ways and means of reducing the cost of operation. Until the present month there has been no prospect of opportunity for employment for the needy who were without work. With the beginning of Spring, realizing that there was a reasonable prospect for the employment of a considerable number, the conference held upon Friday was arranged.

"It was agreed that there would be a reregistration of all persons receiving aid, with a proviso that each individual be required to take oath to the statements as made by him as to his financial condition and immediate needs. This is the same system that it was found necessary to adopt in the Soldiers' Relief Depart-

ment and that has operated so greatly to the advantage of the city.

"Registration will start next week. In the meantime aid will be furnished, but as a consequence of the oath taken in connection with reregistration, any applicant receiving aid and not entitled to receive aid will be criminally liable and prosecuted.

### Work for Those Fit

"Arrangements were made, whereby hereafter any person physically fit receiving aid from the city will be required to perform work in return for the aid received. It was further determined that hereafter in the allotment of aid 50 percent of the amount allotted be in orders for provisions and groceries and the remaining 50 percent covering rent and light and other items, be in cash.

"The overseers of the public welfare comprise a group of men and women of eminent standing, both in the business and philanthropic fields of activity, who devote their time without compensation the greater portion of each week during the year.

"It would be impossible to purchase service of the character rendered by these good men and women.

"The implication that there has been wrong doing applies solely to the recipients of aid from the Public Welfare Department and is most infinitesimal in character and unquestionably will be corrected through the reregistration and a more minute system of investigation which will be installed."

### Goodwin Clears Overseers

In his statement Chairman Goodwin of the Finance Commission said that the obtaining of aid by "unprincipled people" was approaching the size of a racket. He said:

"It would be unfortunate if any publicity should create the impression that the Finance Commission has criticized the Overseers of Public Welfare. That board is made up of high-minded, public-spirited men and women, giving their time and energy, without compensation, to a difficult and thankless task.

"In our investigations we have received the hearty cooperation of the overseers and their employees. It is only fair to say that we have found nothing that would indicate dishonesty among the visitors or other employees of the department.

"They have all done as well as they could under the unusual circumstances; they have been overwhelmed, and, of course, as in such cases, unprincipled people have taken advantage, and the whole thing is beginning to assume the proportions of a 'racket.'

"The Mayor and overseers deserve great credit for their prompt and summary response to the information and suggestions given by us, and I have no doubt that hundreds of thousands of dollars will be saved."

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sit in the privacy of the executive office and discuss legislation quite pleasantly.

### MULHERN PERSISTENT

The memory of former Senator Joseph J. Mulhern is not so short. He believes that he was double-crossed by the mayor in his primary fight for the nomination for district-attorney against William J. Foley. Mulhern is a persistent individual who glories in his political hatreds and conceals them from none.

Back in the summer of 1929 he wrote a series of letters to former Gov. Allen, calling attention to alleged corruption and inefficiency in the Boston police department. The correspondence was one-sided. Mr. Allen refused to reply to the communications. They were too sensational to be based on facts, in his opinion.

Mulhern persisted. He carried his fight into the Legislature. The result was the forced resignation of Police Commissioner Wilson and the Garrett trials. The same persistency resulted in obtaining an investigation of the state civil service commission which resulted in some changes in its methods of transacting business.

Mulhern now has begun a crusade against Curley. The first blast was fired at a legislative committee hearing last week on his petition for the abolition of the Boston finance commission, or at least an investigation of its operations. That attack is merely the forerunner of others to come, and his bulldog persistency will cause the mayor considerable embarrassment before he quits.

In some quarters Mulhern has been called a crusader. Crusaders rarely get to first base in politics. The fact is that Mulhern is not a crusader. He is a two-fisted fighter who never read that section of the good book which tells about turning the other cheek.

### PARKER'S SUCCESSOR

The Governor's delay and indecision in picking a successor for Capt. George A. Parker as registrar of motor vehicles has begun to subject him to more needless pressure as the qualifications of more than a score of candidates for the post are rehearsed to him by numerous voluntary advisers.

He has had two opportunities to send a nomination to the executive council, but it is not likely that he will permit Wednesday's meeting to pass without submitting a name, accompanied by the customary request for a suspension of the rules, that the new appointee may be permitted to take office immediately.

Another appointment equally important with that of registrar of motor vehicles also is expected to be made Wednesday, when he names a successor for James A. Burke, Jr., on the Fall River finance commission. Burke's refusal to continue to serve on the commission was a keen disappointment to the Governor, because he is greatly concerned with the success of that board, charged, as it is, with the welfare of one of the important industrial cities of the commonwealth.

A special legislative committee is whipping together a report for redistricting the state's congressional districts. It is believed that they will be so rearranged that the districts now served by Congressmen Dallinger and Underhill will be merged into one.

That will leave 11 Republicans and four Democrats. The Democrats will have scant grounds for complaint. They already have a strong Democratic district represented by Congressman Tinkham, a Republican, whom they cannot unseat. Up in northern Worcester county Congressman Foss, a Republican, serves where Senators Walsh and Coolidge and Gov. Ely have polled majority votes.

## ON BRIDGE OF NEW GERMAN LINER



Left to right, Capt. Heinrich Molchin, D. J. Harkins, Boston manager of the Hamburg-American line; Lt.-Gov. Youngman, who has purloined an officer's cap and assumed duties as navigator, and J. A. Conry, traffic commissioner.

## New Hamburg-American Motor Liner Given Big Welcome Here; Many Sail

A splendid welcome was accorded the new Hamburg-American motor liner Milwaukee, calling yesterday at Commonwealth pier, South Boston, en route to Galway, Cherbourg and Hamburg. The ship was saluted by other craft as she moved to a berth with an escort of airplanes from quarantine, a water display by fireboats and selections by the 101st Veterans' band, Jimmie Coughlin conducting. The Milwaukee docked about 8:30 A. M. and was open to public inspection, scores of New England agents of the line coming as guests of D. J. Harkins, the local passenger manager. Capt. Heinrich Molchin was felicitated by state and city officials on the sumptuous vessel, among the largest to call here to embark passengers. Capt. Molchin expressed belief that the port is destined to achieve still greater popularity among travellers because of its accessibility and admirable terminal facilities.

A reception in the ship's magnificent

lounge was attended by Lt.-Gov. W. S. Youngman, representing Gov. Ely; J. A. Conry, traffic commissioner, representing Mayor Curley; Councilman C. A. Norton; Commissioner H. A. MacDonald; Baron Kurt von Tippelskirch, German consul-general at this port, and J. M. Ferguson of the public works department. The port authority was represented by Richard Parkhurst, secretary; G. P. Tilton, executive secretary; Capt. G. P. Lord, marine superintendent, and C. E. Ware, Jr.

The Milwaukee sailed at 11:30 A. M. after having embarked several hundred passengers among whom were the Rev. J. Thayer Addison of the faculty of Harvard University, and family; H. D. Sedgwick of the Atlantic Monthly; H. O. von Schuckmann, prominent in affairs of the B. A. A., accompanied by Mrs. Schuckmann; Miss Jennie B. Wilson, Mrs. Emily C. Gillette, Miss Catherine Little, Miss Elsbeth Muller and Miss Edith A. Corneau.

# GOV. ELY FACES REAL STRUGGLE AS ISSUE OF HIGHER STATE TAX COMES BEFORE LEGISLATURE

By W. E. MULLINS

The \$70,000,000 Legislature of 1931 is likely to go down in history as a record-breaker in its controversial engagements as well as for the new heights to which it will be committed for appropriations and expenditures. Clear of one difficulty, it now is confronted with a greater one.

The satisfactory conclusion of the highway construction program last week with the controversial increase of one cent in the gasoline tax attached to its legislation, merely cleared the decks for a contest of infinitely greater proportions.

At no time during the sharp fight on the road building measure and its extensive provisions for financial relief for the cities and towns were there any apprehensions of a complete deadlock. Gov. Ely's threat of a veto of the pending general appropriation bill and the revealed hostility of the House of Representatives to any diversion from the pay-as-you-go policy threaten to open a gap which places the hope of satisfactory compromise almost beyond realization.

It was obvious that the House ways and means committee members had broken off friendly relations with the Governor before he issued his threat to veto their recommendations unless radically revised. In the preparation of the highway construction report the members of the committee were almost constantly in conference with him prior to its presentation. Republican members of the committee traded back and forth with the Governor and he drove a shrewd bargain with them, so beneficial to him that their report was rejected by the House and further compromise was forced before the bill could be rescued and passed.

In the preparation of the general appropriation bill, in which is included his program for the construction of public buildings, there were no such exchanges of courtesies. The committee completed its deliberations, drew up its findings and handed him a draft of them just prior to his departure for his home in Westfield on Thursday afternoon.

## FOUND IT UNSATISFACTORY

On his journey across the state from Boston to Westfield he had sufficient time to examine the report to reach the conclusion that it was entirely unsatisfactory. When he was reached by telephone at his home late Thursday night it was clear that he was resentful and for the first time since he assumed office he publicly voiced his displeasure with the work of the committee.

At the moment none knows what the ultimate outcome of the pending struggle will be. Already a group of the Republican leaders have assembled to discuss their plans, but even among them there is no common thought on what should be done. The organized Republican forces in the House favor the recommended increase of \$1,000,000 in the state tax in direct opposition to the expressed wish of the Governor. In the Senate the proposed increase is looked on with disfavor.

Meanwhile the mayors and selectmen have marshalled their forces to carry their fight for a large distribution of the gasoline tax right up to the state government, and there is every likelihood

that they will offer strenuous objection to the proposal to burden them with the additional \$1,000,000 levy which must be placed on real estate. It is generally conceded that real estate is taxed now up to the limit.

The cities and towns face another imposition, the extent of which has not yet been made clear to them. There now is written into the law a statute calling for the operation of the old age assistance act starting July 1. The municipalities are compelled by its terms to finance it with a pledge from the commonwealth to reimburse them for one-third of the expense.

The Legislature passed the act without providing a source from which to fulfill the state's part of the contract, and there is every prospect now that none will be forthcoming. It is almost hopeless to expect that the legislators will vote for an increase in the poll tax on men and a new poll tax for women. It likewise is beyond reason to expect that sufficient number of them will vote to suspend the operation of the act for even one year.

## ON CITIES AND TOWNS

Accordingly the cities and towns will be in the position of footing the complete bill for the operation of the act, with the commonwealth unable to fulfill its moral obligation to reimburse them for the one-third that was promised on paper. Because the cities and towns are specifically directed to put the act into operation it cannot be nullified.

The Governor told his close legislative associates a fortnight ago that he was opposed to the House movement to lower the minimum age limit in the act from 70 years to 65 years, and, of course, that liberalization in its provisions may be considered as eliminated.

With all these increased expenditures there is no corresponding increase in revenue. On the contrary, the current business depression will produce a substantial reduction in corporation and inheritance taxes, with the result that the recess commission on taxation, which will resume its deliberations next summer, probably will be compelled to erect a complete new structure for obtaining revenue.

In any event the 1932 Legislature will be confronted with a complicated problem of providing for greater appropriations. Eliminating the normal expansion in the cost of government, the budget must grow by at least \$1,000,000 annually merely for statutory salary increases and the maintenance of new projects. The next Legislature, accordingly, must do one of three things: (1) find new sources of revenue, (2) increase the state tax, (3) turn to a policy of borrowing money.

As the budget now is prepared it calls for total appropriations of \$63,485,741. The special highway construction measure provided for an additional expenditure of \$6,500,000, of which \$5,000,000 will be for road building and \$1,500,000 for the erection of a new building to house the state department of public works. The attorney-general has ruled that there is no appeal from that act through the referendum. It is safe to say that any revision in the budget will be upward. Accordingly, this Legislature will provide for the appropriation

and expenditure of at least \$70,000,000. Only seven years ago folks gasped when the Legislature, in its alleged extravagance, passed a budget bill for \$43,400,000.

## CONTROL OF ELEVATED

There is also coming in this week the bill to extend public control of the Boston Elevated for a period of 28 years. Later on in the year the taxpayers in the metropolitan area will be forced to make up the deficit that is certain to be found when the Elevated balances its books June 30.

These are only a few of the depressing affairs of state which now confront the Legislature. The voters are unreasonable in their resentment against increased taxation and naturally Gov. Ely, when he seeks re-election next year, will be compelled to bear the brunt of the unfavorable reaction. No wonder Lt.-Gov. Youngman is so steadfastly opposed to the pending legislation providing for a pre-primary convention. He will not risk being deprived of the Republican nomination for Governor by a possibly unfriendly convention.

His hostility to the proposed pre-primary legislation ought not to be based on any apprehension from that source, because he will have the opportunity of delaying its operation until 1934 by the simple process of filing sufficient signatures to place it before the voters under the terms of the initiative and referendum law.

That bill will come out of the committee on elections with a favorable report, withal it may be 10 days or more before it is reported. It will have strong Republican support, but the Democratic attitude is shrouded in mystery. No Jeffersonian apostle of any consequence has committed himself publicly on the subject thus far. The Governor, of course, is strong for it, in spite of his silence. He must be militantly in favor of it. He is one of the original sponsors for it.

It's quite true that Mr. Ely's affection for pre-primary legislation was made a subject of record before he became the beneficiary of the existing primary system, but not even he is sufficiently acrobatic to become an opponent of legislation which he so earnestly advocated only a few years ago.

There is the remote possibility that Mayor Curley may decide that the executive office will be in need of his skilled direction two years hence and that he might decide to break a lance with the Governor in the 1932 Democratic primary. In a convention, of course, the mayor would have no chance against the Governor. In a direct primary, he well might deprive him of another nomination.

The Governor must be forgetful or else of a very forgiving nature. It is difficult for many of his followers to obliterate the memories of the fierce attack that Curley aimed at him during the primary campaign last year, as an alleged enemy of the Irish. The Governor, apparently, no longer remembers because he and the mayor frequently

ent ADVERTISER 3/29/31

"The mayor and overseers deserve great credit for their prompt and summary response to the information and suggestions given by us and I have no doubt that hundreds of thousands of dollars will be saved."

The department telephones were flooded with calls yesterday telling of more cases in which city relief was abused.

#### HAD \$5000 IN BANK

One told of a man who drew \$10 a week in spite of a steady job and a bank account of \$5000. Other reports were many and varied.

A plan that will be discussed Wednesday at a meeting of the overseers in City Hall will be a system whereby able men will be put to work in a cleanup campaign of the city to earn the funds given them.

Plans for thorough and speedy investigation of the needy are also in the making.

## HERALD 3/29/31 \$18,000 WEEKLY FOR FAKE RELIEF

Fin Com Probers Figure  
Fraudulent Claimants  
At 1200

### MAYOR HOPES TO PURIFY THE LIST

One out of every four applications to the city for unemployment relief is fraudulent, finance commission investigators reported yesterday in the course of their study of a "racket" which has cost the city hundreds of thousands of dollars. The report would indicate that approximately 1200 persons have been mulcting Boston taxpayers of an average of \$15 a week.

By order of Mayor Curley, the overseers will prepare a new list of persons eligible to receive relief which will be rid of all fraudulent claims. The new regime will begin Wednesday.

The new policy provides that one-half of the aid given will be in the form of food and the other half in money to pay for rent, light and other items. Every applicant must swear to the fact that he is in need of assistance, and those who swear falsely will be subject to criminal prosecution. Every man physically fit will be required to perform work for such assistance.

It is expected that the various new factors will remove from 750 to 1000 names from the present list. Mayor Curley is confident that it will end the expensive racket which was uncovered by the finance commission.

The overseers of public welfare declared they will not authorize an investigation by police of 4700 cases of

unemployment relief as the finance commission proposed. Police, they said, are incapable of performing the particular type of specialized service which can be performed only by trained welfare workers.

Corporation Counsel Silverman threatened criminal and civil action against persons who have been obtaining from \$5 to \$25 weekly on dishonest claims, but no plans were made for a general investigation.

No statement was forthcoming from the government yesterday and the conflicting opinions expressed by Mayor Curley and Chairman Frank A. Goodwin of the finance commission, formed the only official discussions of the situation.

In contrast to the unqualified declaration of Chairman Goodwin that "unprincipled people have taken advantage, and the whole thing is beginning to assume the proportions of a 'racket,'" with the further comment that "I have no doubt that hundreds of thousands of dollars will be saved," Mayor Curley's endorsement of the overseers of public welfare included reference to any wrong-doing as "infinitesimal."

Both Curley and Goodwin praised the overseers, and the finance commission chairman included "visitors and employees of the department" despite the fact that it was his characterization of visitors at the conference Friday which moved Chairman Simon Hecht of the overseers to defend them.

#### ENDS CONTROVERSY

The order of Mayor Curley that the payment of aid in cash must cease immediately terminates a controversy of long duration among the overseers. A minority of the members has been vigorously advocating the elimination of cash payments, but the majority, with the support of city councilmen, who have commanded influence in the welfare department, has favored cash payments in stead of orders for food, medicines and rent.

That the overseers are not in agreement was indicated at the mayor's conference when strong objection was made to the devotion of relief money to the payment of interest on mortgages on dwellings. The feeling was general that it was proper to provide money to meet rents; but Overseer Vincent Brogna, who insisted that interest on mortgages could easily be classified as rent, offered strong objection to any policy which would differentiate between unemployed unable to meet their rent and those unable to pay the interest on mortgages.

In a specific case, discovered by the overseers of public welfare, a recipient of relief to the amount of \$140, found to have a bank deposit in excess of \$4000, was compelled to return the money, but no criminal action was taken.

The overseers claim that the system which is in vogue permits unscrupulous persons to obtain aid to which they are not entitled; but their defence of their policy is that the drastic enforcement of an inelastic rule would cause suffering in a great many families and is not justified, even though it is known that a number of cases are fraudulent.

It is the custom of the overseers to seek information from banks and from private charitable agencies about the circumstances of applicants for relief, and visitors are supposed to make personal contact in the homes of applicants, for the purpose of checking their representations.

HERALD 3/29/31

### DEFENDS RELIEF WORK

Conant Says Massachusetts Cities  
Have Done Well

The cities of Massachusetts have handled their perplexing public relief problem much more efficiently than it has been directed in other cities in the country in the opinion of Richard K. Conant, state commissioner of public welfare.

Commenting on the difficulties encountered by Boston's public welfare department yesterday, he said, "In view of the pressure to which the municipal workers suddenly have been subjected in giving out relief, it is not surprising that in some isolated instances money has been given to persons not entitled to relief.

"Our cities, on the whole, have handled the situation much better than in the larger cities throughout the country, where it has been necessary to establish bread lines and soup kitchens. I suppose the municipal executives have made occasional slips but considering the amount of relief they have been called on to distribute I believe that they have done well.

"Our own cases, in which the state reimburses the cities and towns for aid given to persons not having legal settlements, have been subject to a second investigation by our agents and I am reasonably sure that there are no undeserving recipients on our list of approximately 10,000.

"Our expense will be substantially double what it has been in normal years. Our expenditures will amount to approximately \$2,000,000 whereas we have been expending only \$1,000,000."

### SOLDIERS' FUND SHORT

Curley Will Ask for \$200,000 More  
From City Council

Expenditures of the soldiers' welfare department since Jan. 1 have exceeded the statutory limit prescribed pending the adoption of the appropriation budget and in order to provide necessary funds, Mayor Curley will ask the city council, tomorrow, to authorize an appropriation of \$200,000.

It is probable that the committee on appropriations may be able to submit a report upon the budget tomorrow.

# Checkmating City Relief Frauds



—Photo by Boston Sunday Advertiser Staff Photographer.

**CITY OFFICIALS PLANNING** a new system of registration and investigation of applicants for relief following expose of the giving of cash to undeserving persons. Left to right, City Auditor Rupert S. Carven, Corporation Counsel Samuel Silverman and Budget Commissioner Charles I. Fox.

## CITY RELIEF FAKERS FACE JAIL TERMS

Silverman to Prosecute Fraudulent Claimants for Larceny

### CASH DOLE CUT IN HALF

Remainder of Fund to Provide Necessities Directly to Needy

Legal action to secure the return of relief funds obtained illegally from the city welfare department was started yesterday by Corporation Counsel Samuel M. Silverman.

Every beneficiary who received money to which he was not entitled will be charged with larceny and receiving money under false pretenses, he said.

Where bank accounts or property are found, civil attachments will be placed against them, pending recovery of the city funds through

the courts.

Atty. Silverman said he relied on the Finance Commission investigators to furnish the names of those who obtained relief fraudulently. He said he could not estimate how many would be on the list.

Silverman's actions followed disclosures by Chairman Frank A. Goodwin of the Finance Commission of cash payments made to "needy" persons who used them for luxuries.

### CASH DOLE CUT

The disclosures prompted a change in the system of relief, chiefly the issuance of only half of the dole in cash and the other half directly in necessities, by order of Mayor Curley.

Silverman held a conference with City Auditor Rupert S. Carven and Budget Commissioner Charles J. Fox to plan a new form of application for relief.

They announced that all the particulars of the family life of the applicant will appear on the new form in addition to a clause by which the applicant subjects himself to perjury if false statements are made.

A statement as to the applicant's efforts to secure work will also be included.

Mayor Curley and Chairman Goodwin rallied to the defense of the welfare department, blaming none of them for the disclosures that city relief funds were being used to pay installments on radios and mortgages and for other unauthorized purposes.

### \$200,000 A MONTH

The matter was brought to public

attention by Goodwin, who revealed that investigators for his commission had trailed beneficiaries of poor relief and found them using the funds for almost every purpose but that for which they were intended.

Starting this week, however, a new relief list will be prepared.

The present list of 4700 persons, on which \$600,000 a month is paid, is expected to be reduced considerably by the procedure.

Mayor Curley blamed lack of time for investigation for the improper payments.

"If aid had been withheld this winter, pending investigation, many mothers and children might have died of starvation or have been victims of suicide because of existing conditions," he said.

"The Overseers of the Public Welfare comprises a group of men and women of eminent standing both in the business and philanthropic fields who devote their time to the work without compensation.

"The matter will unquestionably be corrected through re-registration and a more minute system of investigation which will be installed."

### BECOMING "RACKET"

Chairman Goodwin reported that he had made the affair public because the frauds were rapidly becoming a "racket." He placed no blame on the overseers, however, citing lack of time for investigation as the cause.

"The overseers have been overwhelmed with work and unprincipled persons have taken advantage," he said.

Post

3/30/31

# ALL MUST SIGN NEW AID FORM

## Those Getting Relief From City Must Re-Register

Corporation Counsel Samuel Silverman announced last night that in addition to taking definite action this morning against persons who have been fraudulently obtaining unemployment relief from the city of Boston, he will also submit to the overseers of the public welfare the new form of application to be used by all seeking aid.

The new form contains an unusually strict affidavit, and all persons who have been receiving unemployment aid will be obliged to re-register.

### NO LOOP-HOLES

"There won't be a single loop-hole in these new forms," Silverman said. "Every person will be obliged to sign the application, but before doing so will be required to read every single word on the form. If a person is unable to read we have arranged to have the contents of the form read to the applicant."

The form will call for information about every possible source of the applicant's income, why the applicant is out of employment, where he or she was working last, and why the applicant is no longer working there, what attempts the applicant has made to get work, and others.

"I plan to set the necessary legal machinery in motion for prosecutions just as promptly as it can be humanly done," Silverman said, in commenting upon persons reported to have been securing the relief fraudulently. "There won't be one bit of leniency shown and the very first individual case that comes up will find me appealing to the court for a jail sentence. If the defendant is found guilty, nothing but severity will be shown, so far as I am concerned. This type of fraud is positively the meanest kind possible where so many others are genuinely in need."

### To Continue Investigation

In the mean time, the corporation counsel points out, the visitors and investigators who have been keeping an eye on persons receiving and applying for aid will continue their scrutinizing work with a view to bringing about, if necessary, court cases against those

obtaining relief through fraudulent means.

Silverman said also that steps are being taken whereby the city officials will be in constant touch with contractors and State officials, to obtain the names of Boston men working on any State highway projects. In this way, it is explained, it can be speedily determined whether or not women who are applying for relief on the grounds that their husbands have "deserted" them, are telling the truth.

The next meeting of the full Board of the Overseers of Public Welfare will be Wednesday, when the board will adopt recommendations of Mayor Curley to require physically-fit men to work on municipal projects in return for aid being given them. It is explained by the Mayor that in requiring these men to become so engaged that various purposes will be served.

## NEW LEASE FOR ISLAND

### Expect War Department to Return It This Week

Corporation Counsel Samuel Silverman last night expressed complete confidence that the War Department at Washington will, within a few days, return here the lease for the transfer of Governor's Island to the city of Boston under terms which will be agreeable to the city.

The lease at present is in the hands of the War Department, having been returned there by Park Commissioner William P. Long and Silverman on the grounds the contents of the lease were not in accord with congressional authorization of the transfer of the government property to this city.

Silverman said that the lease was "filled with jokers" which would have to be removed before the city would agree to sign it.

Although he is confident the whole matter will be straightened out some time this week, he made it clear that in the event favorable results do not develop, Mayor Curley will make a direct appeal to President Hoover on the matter.

HERALD

3/30/31

## THE RELIEF "RACKET"

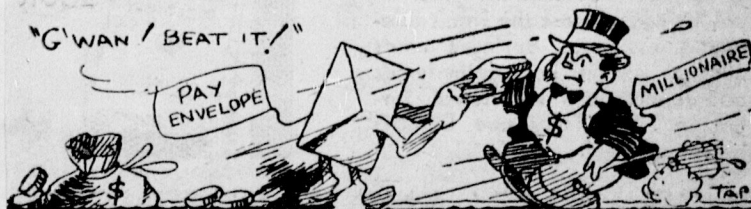
Those who scoff at organized charity because of its "high overhead," especially the expense of investigating the circumstances of applicants for relief, will find in the recent statements of Mayor Curley and Chairman Goodwin of the finance commission considerable justification for such expenditures. It appears now that various beneficiaries have "gypped" the city, one report being that a fourth of the claims are fraudulent. The requests for help came in so rapidly and were of such a nature that the overseers of the public welfare department did not have time to make a careful inquiry into every case. They erred on the side of humanity. It is because well-administered charity organizations try to avoid being victimized under any circumstances that they are criticised, often without reason, for their expenses of administration.

The more grave a crisis is, the larger is the number of low-grade persons who will take advantage of it. That is the main explanation of the "gypping" of the city. It is inevitable that, under the conditions which have prevailed recently, the city should be victimized to some extent. The new regulations will tend to minimize it, but neither these nor any other rules will completely do away with fraud. The overseers, it should be remembered, are unpaid, and are performing a thankless job. The relief "racket" does not reflect on them. Boston has had, on a relatively small scale, the experience of England and other countries where doles are dispensed in some form or other.

RECORD

3/31/31

## MAYOR CURLEY'S APHORISM FOR TODAY

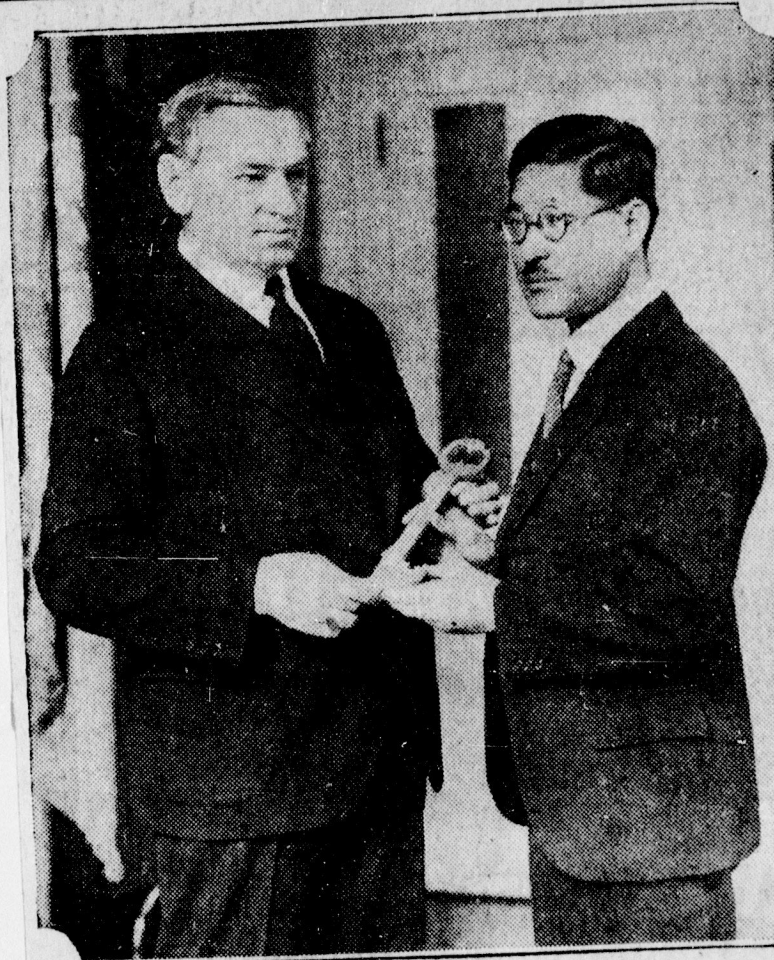


Mayor Curley's aphorism for today is:

"A nation's greatness lies in less millionaires and more millions in pay envelopes."

TRAVELER 3/30/31

## Jap Envoy Gets Key to City



Mayor Curley presenting key to the city of Boston to Consul-General Kensuke Horinouchi of New York. The consul-general came to Boston to arrange for a visit of Prince and Princess Takamutsa of the island empire to this city on April 23.

## MAYORS TO TAKE STEPS FOR RELIEF

Meet Today to Ask  
State for More  
Tax Money

A special meeting of the Mayors' Club of Massachusetts has been

called, it was learned, last night, for 3:30 o'clock this afternoon in the Boston City Club to discuss means of procuring relief from the State in connection with their public welfare work.

### GOVERNOR INVITED

In addition to the mayors and selectmen, Governor Ely and members of the Senate and House have been invited to attend and take part in the discussion, and hear the pleas for relief from the municipal heads.

The meeting will centre chiefly on Senate bill 47 which was filed by Mayor Curley, and provides for the distribution of one cent of the present two-cent gasoline tax to the cities and towns to use for public welfare work, and to help the cities and towns carry out the purposes of the old age assistance act, scheduled to go into effect next July.

Although there is no prearranged schedule of speakers, Mayor Curley plans to talk at some length relative to the present situation and the urgent need for some immediate action and definite relief for the municipalities. It is also understood that he will offer city of Boston records to bear out his statements and contentions.

GLOBE 3/30/31

## GOVERNORS ISLAND LEASE ASSAILED

City Officials Oppose  
Certain U. S. Clauses

Arbitrary specifications as set forth in more than 20 clauses, which, briefly described by Chairman William P. Long of the Park Department, give the city the right to spend more than \$1,000,000 in the development of Governors Island, with no assurance of jurisdiction or control, are given as the basis for the rejection by the city of Boston of certain features of the lease tendered by the War Department in the transfer of the island to the city.

Chairman Long said that the draft was typical in character of such a Governmental document—99-percent Government—but expressed confidence that an amicable agreement would be speedily reached in order that the projected improvement of the Boston Airport might not be delayed.

"It is characteristic of the War Department to prepare such an iron-clad lease—99-percent Government," he said, "but the city has some rights under the Congressional act passed last Winter, which authorized the transfer with the single restriction that control of the island should revert to the Government in time of emergency, and we will insist upon fair treatment along such lines.

"We don't intend to be fettered, hamstrung and generally tied down by red tape during peace times, neither do we intend to spend \$1,000,000 to develop Governors Island and then be literally tossed out with a 30-days' notice. In event of an emergency, well, that's another story."

Careful examination of the 10-page lease by Corporation Counsel Samuel Silverman and Chairman Long, it is said, gave the city an alternative in the matter but rejection. They have sent the lease with specified objections back to the War Department through the agency of Maj Gen Fox Connor, commander of the 1st Corps Area.

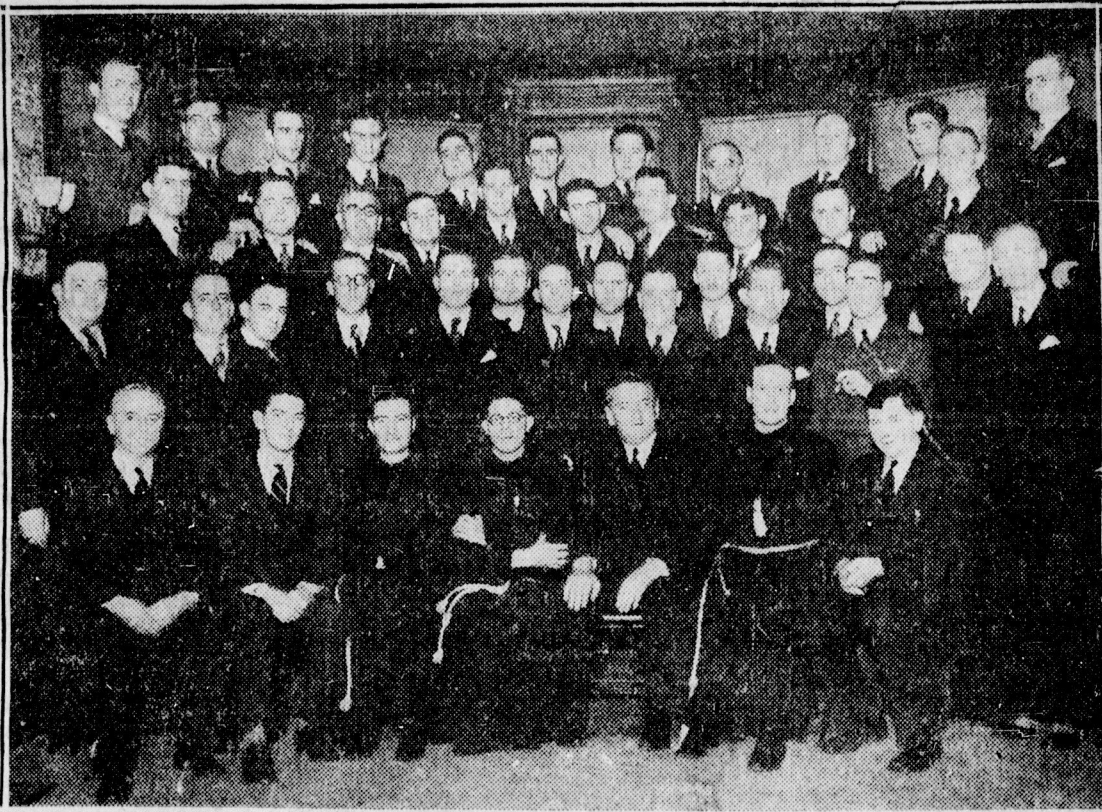
According to Chairman Long, Maj Gen Connor was directed by Secretary of War Hurley to prepare a tentative lease on the transfer of the island acceptable to Mayor Curley. This was done three weeks ago and was approved with the exception of two minor provisions. At a recent conference with Maj Gen Connor and Col John H. Hughes, it was said both these items were definitely adjusted.

Then, from out of a clear sky appeared the present drastic lease from the office of Assistant Secretary of War Frederick H. Payne at Washington with instructions that it be substituted for the tentative draft and forwarded to the city authorities.

Under the new lease the city, it is said, would have to submit to War Department control of the island, guarantee permanent improvements, construct a commodious wharf, connect the island and the present airport with a paved strandway, give the War Department the right to erect buildings on the island, complete the improvement of the island in one year and finally agree to vacate to the War Department on a 30-day notice.

This sudden change in the attitude of the War Department officials is puzzling to city fathers in view of the friendly spirit which attended the original negotiations.

# Mayor Curley: His Two Younger Sons and Brother Finish Retreat



MAYOR CURLEY AT RETREAT IN BROOKLINE

Photo shows Mayor James M. Curley in center with the Rev. William Clancy on his left and the Rev. Herbert Gallagher, O. F. M., on the right. The Mayor, with his sons and friends of the late James M. Curley, Jr., attended the retreat at the Franciscan friary in Brookline yesterday.

GLOBE

3/30/31

## TO EXTEND SYSTEM OF TRAFFIC LIGHTS

More traffic signal lights to work with the circuit already in operation will be placed as soon as possible by the Traffic Commission, it was announced last night by Commissioner Conry after an interview with Mayor Curley.

Mr. Conry said the Mayor had directed him to begin at once the installation of the lights at Beacon and Charles sts, Beacon and Arlington sts, Beacon st and Embankment road and on Charles st at the intersection of Mt Vernon and Charles sts at Pinckney st.

The Traffic Commissioner said so many requests had been filed with the commission by civic associations, City Councilors, State Representatives and Senators for traffic lights that it would cost the city approximately \$800,000 to make complete installations.

## MAYOR CURLEY ATTENDS RETREAT SERVICES

The retreat of the James M. Curley Jr Court, 285, M. C. O. F., which started Friday evening at the St Francis Friary, Rawson road, Brookline, ended last night at 8 o'clock with final instructions by Rev Lucien Gallagher, O. F. M., editor of the Franciscan magazine, whom conducted the retreat. Mayor Curley and his son, Leo, attended the services.

There was a high mass, celebrated by Rev William Clancy, O. F. M., and attended by 40 members of the court who made the retreat, at the friary yesterday morning. The court committee in charge was headed by Thomas M. Gemelli and Irving Black.

## CURLEYS AT RETREAT

Mayor Curley and his son, Leo, were present last night at the conclusion of a retreat conducted at St. Francis' Friary, Brookline, by the James M. Curley, Jr., Court, M. C. O. F.

More than 40 members of the Bostonia Court, Massachusetts Catholic Order of Foresters, known now as the James M. Curley, Jr., court, yesterday finished up the three days' retreat held at the Franciscan Friary at Rawson road, Brookline. The retreat was under the direction of the Rev. William Clancy, the retreat director, who was assisted by the Rev. Herbert Gallagher, O. F. M.

Mayor Curley, his brother, John Curley, and Mayor Curley's two younger sons, Paul and Leo, were among those who attended. Others present were Louis J. Good, William J. Wallace, Daniel Richardson, James Tobin, Frank McArdle, Philip Kenney, James Manning, John Mahoney, chief clerk in Mayor Curley's office; Stanley White, Lawrence Costello, Cornelius Reardon, Andrew Dazzi, William Ward, Frank Pedonte, Burke Sullivan, Senator Michael Ward, Thomas Maginnis, Frank Long, Frank Riha, Peter Welch, William Holbrow, Penal Commissioner William O'Hare, Henry Smith, John Gallagher, Frank McEttrick, Joseph O'Connor, Nicholas Petrocelli, Joseph J. McKenney, William H. Doyle, Henry Welby, John Richardson, Cornelius Murphy and John Anderson.

## RIPLEY UNFAIR, SAYS MAYOR

Mayor Curley today issued a statement sharply attacking Prof. William Z. Ripley of Harvard, renowned expert on railroads, for the latter's support of an all-New England rail system, with preservation of New England control.

Ripley's attitude was branded unfair to Boston and New England by the mayor.

Prof. Ripley urged the all-New England plan last night, in expressing full agreement with Interstate Commerce Commissioner Joseph B. Eastman, who advocated it in a letter made public by Governor Ely.

"Prof. Ripley again indicates his anti-Boston and anti-New England position," said the mayor.

### "HE IS CONSISTENT."

"He is consistent in his desire to keep the port of Boston in its present condition, a port of call instead of a cargo port.

"Prof. Ripley would have us surrender and give up every attempt to rehabilitate the port of Boston to its former commanding position in the commercial life of America.

"Such a point of view is consistent with that adopted by those men in this country who are anxious to develop the other Atlantic ports to the disadvantage of Boston.

"Prof. Ripley's statement almost appears as though it had been written by a representative of the port of New York.

"He asks, 'Why should Boston attempt to build up a foreign trade?' The professor, if he had kept abreast of the times, would appreciate that all the transatlantic lines have expressed a keen desire to come to Boston, and undoubtedly would if bottom cargoes were available.

"Boston's difficulty at present is that it is unable to secure this bottom cargo due to the discriminatory and unreasonable differentials which the Interstate Commerce Commission allows to remain in force.

"Prof. Ripley further states that the possibilities for expansion of New England trade lie in development of our industry. What possibilities are there for expansion if we are isolated and have no tangible connection with the great territory from which our raw materials come?

### COMPETITION QUESTION

"Will the professor explain by what force of Federal legislation the Pennsylvania railroad can be relinquish control of the Boston & Maine and New Haven?

"The real objection that Prof. Ripley has, it seems to me, is that he would not interfere with the present arrangement whereby the Pennsylvania and New York Central railroads control the New England situation.

"But if it is expedient and wise to permit the New York Central and Pennsylvania to control the

situation, why would it not be to the advantage of New England to have other trunk lines like the Baltimore & Ohio and the Van Swerlgen lines come into this section to provide competition?

"The professor is an economist and he will readily agree that competition means more activity, more business and more enterprise, that no competition destroys industry and retards advancement."

## CURLEYS FINISH RETREAT

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## TRAVELER LEASE DELAY DUE TO ERROR

### Mayor Curley Confident Governor's Island Deal Near Completion

Responsibility for the controversy about the draft of a lease of Governor's Island was assigned by Mayor Curley today to some official of the war department "with more time than knowledge and understanding."

## CURLEY FIRM ON AIRPORT LEASE

Boston will in no way agree to government jurisdiction over the new airport on Governor's Island, Mayor Curley announced today.

His statement followed his refusal to accept a lease that had the proviso that the facilities there could be taken at any time by the government. The clause was inserted by a member of the War Department, he said, "with more knowledge than respect for the situation."

"I have served notice on the War Department that I will not submit to control of the airport by the War Department," Mayor Curley said.

The city will take over Governor's Island, and if it is required as a measure of defense in time of war will immediately allow the Federal authorities to take it over, but not in peace time.

"It was thoroughly understood by the House committee on military affairs under what conditions we were to take it over and there has been no misunderstanding on the matter between Secretary of War Hurley and myself."

Permission was granted for the use of Governor's Island last month but the clause on jurisdiction has been holding up the lease for three weeks.

The mayor expressed confidence that no serious difficulty would be encountered in reaching a speedy and amicable settlement of the dispute which has prevented the transfer of control of the island to the city and deferred the start of the work of extending the airport to the island.

"There is no misunderstanding between Secretary of War Hurley and myself," said the mayor, "and I anticipate no serious difficulty in agreeing upon a lease entirely satisfactory to the city and to the war department. Since the inception of the move to obtain control of Governor's Island to permit of extension of the airport, it has been definitely understood by Secretary Hurley, by the congressional committee on military affairs and by President Hoover that the only specification in the lease which was authorized by Congress referred to the reversion of control of the island to the government at any time that the island should be needed for national defense."

Globe

3/30/31

# JAMES M CURLEY JR COURT HOLDS SUCCESSFUL WEEK-END RETREAT



ATTENDANTS AT JAMES M. CURLEY JR. COURT'S RETREAT  
Front Row, Left to Right—John Curley, Paul Curley, Fr Herbert, O. F. M.; Fr Lucien, O. F. M.; Mayor Curley, Fr William, O. F. M.; Leo Curley.

The most successful week-end retreat that has been held since the Franciscan Fathers established their friary on Rawson road, Brookline, closed last night.

The retreat was under auspices of James M. Curley Jr Court, M. C. O. F., and 40 members engaged in the exercises. Rev Herbert Gallagher, O. F. M., of Paterson, N J, editor of the Franciscan magazine, conducted the services, assisted by Rev Lucien

Gallagher, O. F. M., rector of the friary, and Rev William Clancy, O. F. M., retreat director. Mayor Curley, with his sons, Leo and Paul, were among the attendants. The court committee was headed by Thomas M. Gemelli and Irving Black. Persons attending were Louis J. Good, William J. Wallace, Daniel Richard-son, James Tobin, one of the office staff of Mayor Curley; Maurice Tobin, Frank McArdle, Philip Kenney, James Manning, School Committeeman Ar-thur Reilley, John Mahoney, chief clerk in Mayor Curley's office; Stanton

White, assistant director of public celebrations for the city of Boston; John Curley, former city treasurer; Lawrence Costello, Andrew Dazzl, Wil-liam Keane, State Senator Michael Ward, Frank Pedonte, Burke Sullivan, assistant corporation counsel; Thomas Maginnis, Frank Long, Frank Riha, Peter Welsh, William Holbrow, Penal Commissioner William O'Hare, Henry Smith, John Gallagher, Frank Mc-Smith, Joseph O'Connor, Nicholas Ettrick, Joseph McKenney, William Petrocelli, Joseph Welby and John Rich-ardson.

## SEES SETTLEMENT OF ISLAND LEASE

Asst. Sec. of War Payne  
Predicts Airport Differ-  
ences Will Be Adjusted

## EXPRESSES SURPRISE AT CITY'S PROTEST

[From Herald Washington Bureau]  
WASHINGTON, March 29 — Col. Frederick H. Payne, assistant secretary for war, today expressed confidence that the war department and city of Boston will be able to make a mutually sat-isfactory adjustment of any differences over the lease of Governor's island to

the city for the latter's municipal air-port project. Col. Payne said he was surprised to hear of the protest by city officials against the lease tendered by the war department. He has not been notified formally of any objection, he explained, but tomorrow will study all papers re-garding the lease.

### WISHES TO CO-OPERATE

As Col. Payne appears to view the situation the war department wishes to co-operate with the city in every way possible for the development of the air-port and any restrictions imposed are for the protection of the department in case Governor's island should be taken back by the government in a wartime emergency.

A legal question is involved, Col. Payne admitted. He did not define this but said he thought this could safely be left to Congress for settlement if the city and war department could agree otherwise.

"We'll probably hear in a few days that the war department has yielded," Corporation Counsel Silverman said last night.

"There is no legal question involved that I know of," he said when in-

formed of Col. Payne's remark that such was the case. "Our refusal of the lease is based only on the absurd pro-lease demanded by the war depart-ment concerning the construction of a wharf, paved roads, certain kinds of dirigible masts and so forth. "The whole thing is silly. The de-partment is expecting entirely too much. I expect that in a few days the de-partment will yield. If it does not the mayor is going to insist on seeing the thing through with the secretary of war and even the President if neces-sary."

HERALD

3/30/31

# MAYOR CURLEY REPLIES TO PROF W. Z. RIPLEY

## He "Would Have Us Surrender and Give Up Attempts To Rehabilitate Port of Boston"

"It is very difficult for one who is sincerely interested in the welfare and development of the port of Boston and New England to comprehend the position taken by Prof William Z. Ripley in this morning's newspapers, in his comment upon the opinion of Commissioner Eastman of the Interstate Commerce Commission," said Mayor Curley, in a statement which he gave to the press today.

Mayor Curley stated that it looked to him as if Prof Ripley has the New York port point of view and that he would keep Boston a port of call instead of cargo. The Mayor's statement says that it seemed to him that the real objection of Prof Ripley is that he would not interfere with the present arrangement, whereby the Pennsylvania Railroad controls the New England situation, even though its interest is in ports outside of New England.

The Mayor said that Prof Ripley's statement indicates his anti-Boston and anti-New England position. Mayor Curley said that the present difficulty of Boston is due to the unreasonable differentials. The Mayor asks, "Doesn't the professor destroy his argument and position when in one breath he asks New England to keep aloof from the rest of the country, and in the next breath calls for expansion and development of New England, which cannot be made possible unless there is substantial contact with the rest of the country."

### "Would Have Us Surrender"

Mayor Curley's statement in part follows:

"It is very difficult for one who is sincerely interested in the welfare and development of the port of Boston and New England to comprehend the position taken by Prof Ripley in the morning newspapers, in his comment upon the opinion of Commissioner Eastman of the Interstate Commerce Commission. This much may be said, however, of Prof Ripley's statement; that he is consistent in his desire to keep the port of Boston in its present condition; namely, a port of call instead of a cargo port.

"Prof Ripley would have us surrender and give up every attempt to rehabilitate the port of Boston to its former commanding position in the commercial life of America. Such a point of view is consistent with that adopted by those men in this country who are anxious to develop the other Atlantic ports to the disadvantage of Boston.

"Mr Ripley's statement almost appears as though it had been written by a representative of the port of New York. He asks the question: 'Why should Boston attempt to build up a foreign trade? Ships do not want to load here with cargoes and proceed empty to other ports for export.' The professor, if he has kept abreast of the time and kept himself acquainted with

the real situation, would appreciate that all the transatlantic lines have expressed a keen desire to come to Boston, and undoubtedly would come to this port if the bottom cargoes were available.

### "Unable to Secure Bottom Cargo."

"Boston's difficulty at the present time is the fact that it is unable to secure this bottom cargo, due to the discriminatory and unreasonable differentials which the Interstate Commerce Commission allows to remain in force and effect. So too is the port of Boston unable to secure this bottom cargo due to the unfair and unlawful gratuities and favors allowed at the port of New York, which do not exist at the port of Boston, and all of which results in driving export trade to the port of New York from our port.

"These are some of the difficulties because of which the port of Boston has been unable to develop its export business. If these difficulties and impediments were removed, the port of Boston, I am sure, would once again enjoy the foreign and export trade that formerly made Boston one of the principal ports of America.

"Prof Ripley further stated: 'The possibilities for the expansion and development of New England trade obviously lie in the development of New England industry.' Does the professor appreciate that New England industry is helpless without the raw materials necessary in connection with the development of that industry, and which, of course, he appreciates must come from the central part of the country?

"What possibilities are there for expansion and development of New England trade if we are isolated and have no tangible connection with the great territory from which our raw materials come?

### "Doesn't He Destroy Argument?"

"Doesn't the professor destroy his argument and position when in one breath he asks New England to keep aloof from the rest of the country, and in the next breath calls for expansion and development of New England, which cannot be made possible unless there is substantial contact with the rest of the country?

"Prof Ripley states he is in full agreement with the Eastman statement.

"1. Will the professor explain, by 'what force of Federal legislation,' the Pennsylvania Railroad can be forced to relinquish its control over the Boston & Maine and the New York, New Haven & Hartford Railroad?

"It is quite an easy matter to state that this control can be relinquished by Federal legislation, but it is quite another matter to explain just what legislation can compel such a severance.

"2. Would Prof Ripley have the Commonwealth of Massachusetts go into the railroad business by purchasing the stock of the Boston Railroad

holding Company and place the Government in the same embarrassing position which it finds itself now in connection with this so-called public control of the Boston Elevated Railway system?

"3. Does Prof Ripley agree that to secure the trunk line systems, which serve the other portions of this country and have been so successful in building up the trade of these parts of the country, that it would be unwise to have the same kind of trunk line connection in New England for fear that it might build up this part of the country?

### "Tied Up to Trunk Lines Now"

"4. Isn't it true that, as conditions now are, New England at the present time is tied up to trunk lines?"

"5. Are not the Boston & Maine and New York, New Haven & Hartford controlled and practically owned by the Pennsylvania Railroad, a trunk line, and the Boston & Albany owned by the New York Central, a trunk line?

"6. Isn't it further true that if these two trunk lines were sincerely interested in the development of the port of Boston and New England that this part of the country would flourish?

"The real objection, it seems to me, that Prof Ripley has is that he would not interfere with the present arrangement whereby the Pennsylvania Railroad controls the New England situation, even though its interest is in ports outside of New England. It is expedient and wise to permit the New York Central and the Pennsylvania, both trunk lines, to control the New England situation, why would it not be to the advantage of New England to have the other trunk lines, like the Baltimore & Ohio and the Van Sweringen, come into New England and compete with the other two trunk lines?

"The professor is an economist and he will readily agree that competition means more activity, more business and more enterprise. He must also agree, as an economist, that no competition destroys industry, retards advancement and results in failure to construct improvement.

"Prof Ripley again indicates his anti-Boston and anti-New England

BOX. The vaccination proved effective. Let it be hoped that it had the desired effect upon public sentiment.

Should the vehicular tunnel be completed in 1933, it will come into use in the year of an East Boston centennial. It was in May of 1833 that the East Boston Company was incorporated, and the work of transforming Noddle Island into East Boston was begun. The moving spirit in that enterprise was General Sumner, the East Boston historian, whose family was included among the owners of the island. He was a man of vision. He saw the commercial possibilities of this outpost of Boston.

The company bought the island for \$80,000 and speedily sold the land for \$86,000. Rapid development followed. The old Eastern railroad established its terminus there. The Cunard steamships docked there and have been doing so ever since. Donald McKay, builder of world-famous clipper ships, opened his yard at the foot of Border street in 1845. Various manufacturing industries sprang up. The growing community had its pretentious hotel in the Maverick House, only recently removed. Industry supplanted agriculture.

In modern days ancient ferries were supplemented by the tunnel under the harbor through which run electric cars. Now the island is to be still more firmly attached to the main land by this vehicular tunnel. There is talk of what it shall be named. It would perhaps be far-fetched to call it Noddle Tunnel, but the name as it would doubtless be pronounced comes trippingly to the tongue. Who would find difficulty in saying Noddle "tunnle"? But strangers asking their way to the North shore might think they were objects of Yankee humor if told to take the Noddle "tunnle" route. Perhaps it were better to select some other name. And at any rate the fame of the man who gave his name to the island is well established. Noddle needs no "tunnle."

## Island Lease Not Approved by City

The lease for the transfer of Governors Island to the city, for use in connection with the East Boston airport, was not satisfactory either to Park Commissioner Long or Corporation Counsel Silverman.

The lease at present is in the hands of the War Department, having been returned on the complaint that it is not in accord with congressional authorization of the transfer of the Government property to the city.

Silverman said that the lease was "filled with jokers" which would have to be removed before the city would agree to sign it.

Although he is confident the whole matter will be straightened out some time this week, he made it clear that in the event favorable results do not develop, Mayor Curley will make a direct appeal to President Hoover on the matter.

## Plans Japanese Royalty Visit



### High Official Calls on Mayor Curley

Consul General Kensuke Horinouchi of New York Introduced to Mayor Curley by Courtenay Crocker, Discusses Plans for Boston's Welcome to the Japanese Emperor's Brother and His Wife, Who Will Arrive in Boston April 23 for a Week's Visit, the City to Entertain Them at a Banquet on the Following Evening. The Royal Couple Are Now in England

G. H. O. E. 3/30/31

## MAYOR ON GOVERNORS ISLAND LEASING

### City Can't Make Certain Agreements, He Says

Relative to the rejection by the city of Boston of certain features of the lease tendered by the War Department in the transfer of Governors Island to this city, Mayor Curley told the reporters this noon that there is no understanding on the matter. He said that the Federal Government is re-

quiring certain agreements that it would be impossible for the city to fulfill, even if it were foolish enough to make them.

Mayor Curley said it was made plain before the Committee on Military Affairs that the city of Boston would take over the island, develop it for airport purposes at great expense, and if ever it were necessary for the Government to have the island for defense purposes the Government would be at liberty to take it over. Mayor Curley attributed the present situation to the activity of some Representative with more time than knowledge of the mat-

# Freeman Noddle and His Island

**New Avenue to East Boston and the North Shore Might Be Called the Noddle Tunnel Turnpike—Name Comes Trippingly to the Tongue But, Alas, Sounds Frivolous and Fantastic—Beginning of Tunnel Construction Directs Attention to the Past and Present of a Busy District—Was There a Battle of Noddle Island?**

By Frederick G. Fassett

IN two or three years a great many people from the rest of Boston will discover Noddle Island. Thanks to the establishment of the Airport there, it has in the past several years been discovered by many who did not know it before. Noddle Island is also being discovered or rediscovered by men who see there possibilities of commercial expansion. They are the successors of men who saw such possibilities a century ago and were successful in transforming the island from an expanse of farm land into a region with many business activities. They gave it a boom which flourished and passed as booms have a habit of doing, but business endured and grew, as may be observed by one who walks the East Boston streets today.

The vehicular tunnel, work on which has now been commenced after years of discussion, will not only make it easier to do business in East Boston, but it will serve as a link in an automobile route to the North Shore and beyond. As it is so used, it will take great numbers of travelers to the island. It will facilitate the rapid movement of other travelers. Mayor Curley has called attention to the fact that, with this tunnel in use, the Boston Airport will be only a few minutes' ride from the business center of the city. Boston will have facilities for taking to the air that in this respect can be rivaled by few if any among the great cities of the land.

East Boston is a region of interest to the historian and the antiquary. It was there that occurred what, according to the standards of that time, might have been called the second battle of the Revolutionary War, rather than a skirmish to which it has often been likened. There were warlike scenes on the island during the War of 1812.

All in all, there are many reasons for renewed interest in Noddle Island.

## Who Was Noddle?

To many not versed in local history whose curiosity is aroused by the oddity of the name, question whether or not there was a Noddle and, if so, who he was, naturally presents itself. Did the island get the name from one who actually lived, or was it a name invented to express some long-forgotten whimsicality? The answers to such questions are in the record. It is known that there was a freeman, William Noddle, in the colony in 1631. He or some other Noddle had already given his name to the island, for Winthrop in his journal under date of Dec. 24, 1630, wrote: "Three of the Governor's servants coming in a shallop from Mistick, were driven by the wind upon Noddle's island, and forced to stay there all the night without fire or food." Winthrop made further allusion to a Noddle. He wrote in June, 1632: "One Noddle, an honest man of Salem, carrying wood in a canoe in the South river, was overturned and drowned."

The official records of the Bay Colony contain allusion to Noddle Island, for it appears that on April 1, 1632, "Noddle's

to enjoy to him and his heirs forever paying yearly at the General Court to the Governor for the time being a fat wether, a fat hog or forty shillings in money." This was not all, it was further provided that Boston and Charlestown should have the right to take wood from the island. Here, perhaps, was the real consideration, the fat wether or the fat hog being merely an acknowledgment of Maverick's obligations. His name was destined to be perpetuated in many ways in the history of the island, but it is not as Maverick, but as Noddle, Island that it is known to this day.

One of the curious quirks in human events is found in the fact that it was the obscure Noddle who gave his name to this outpost of Boston rather than any one of the men of prominence and substance who were concerned in its development. And not only is it still called Noddle Island but "Noddle" appears in the name of a co-operative bank, credit union, a loan association and a meat market. The fame of the humble colonist of the seventeenth century is secure. His name is preserved even if it is borne in the city of the twentieth, by no person living either on the island or the mainland. If there be such a person he has been missed by the makers of the directory.

Devoted to farms and well stocked with cattle, Noddle Island in May, 1775, became the scene of that struggle which has caused controversy over whether it should be called the second battle of the Revolution or find incidental mention as a skirmish. By whatever name called, it was a lively affair, and the experience it gave the colonists in meeting British troops may have added to the confidence gained at Lexington and Concord, and so may have had its influence upon the course of the battle soon to be fought in Charlestown and to go down in history as that of Bunker's Hill.

Mr. Joseph J. Leonard is one of those who hold to the opinion that the importance of the engagement has been by some writers unduly minimized. Drawing upon the account written by General William H. Sumner in his "History of East Boston" Mr. Leonard, after telling of the decision of the Committee of Safety that the stock should be removed from Noddle Island and adjacent lands and driven away from the shore, goes on to say:

"Colonel Stark and his detachment took four hundred sheep from Hog Island and passed over to Noddle Island and had killed a few horses and divers horned cattle and taken away alive a few more when a signal gun was fired from an armed schooner lying at anchor near Winnisimmet ferry ways. The British admiral hoisted a red flag at mainmast head and sent the schooner, which mounted four six-pounders and twelve swivels, an armed sloop, and a large number of marines from the different men-of-war up Chelsea Creek, to cut off our return to the mainland. The barges conveying these marines were eleven in number, and all were mounted with swivels." General Gage sent over from the city a hundred regulars to reinforce

## Putnam in Command

"The Provincials recrossed to Hog Island, cleared it of all its stock, then drew up on Chelsea Neck when General Putnam arrived with 300 men and two four-pounders. Warren was also there as a volunteer and the Provincials then numbered about 1000 men. Putnam, seeing that Noddle Island was occupied by a considerable body of the British and that a galling fire was kept up by the schooner, sloop and boats, hailed the schooner, offering the men good quarters if they would surrender. The schooner answered with two cannon shots and a heavy fire ensued from both sides, the armed sloop and a number of boats from the ships came to the aid of the schooner and a reinforcement of marines with two twelve-pounders was sent to Noddle Island. After two hours' engagement the schooner was abandoned and drove ashore at the Winnisimmet ferry-ways and the provincials, after taking from her whatever was valuable, rolled bundles of hay under her stern and set her on fire and burned her up.

"The Provincials took from the schooner 4 double fortified four pounders, 12 swivels, chief of her rigging and sails, many clothes, some money, et cetera which the sailors and marines left behind." The sloop continued her fire but Putnam and his men poured so hot a fire upon the sloop, that, very much crippled and with many of her men killed, she was obliged to be towed off by the boats. It is recorded that there was no loss of life on the American side though several were wounded. General Gage reported a loss of two killed and a few wounded, but much larger and varying estimates of British losses appear in the Boston Gazette and County Journal, The New England Chronicle and other periodicals and handbills published in June, 1775."

## Fortified in 1814

There were further raids upon the island, the Provincials securing 216 sheep, 17 horses and several head of cattle. They burned the barns in which there was a large quantity of hay. Finally, after more skirmishing all the buildings remaining on the island were set on fire. It is recorded that on the eve of the Revolution these buildings included two "very respectable mansion houses with orchard and gardens," and several houses for farm laborers.

Noddle Island again saw warlike effort in 1814 when in fear of an attack upon Boston by a British fleet, volunteers from the city and the country around it erected a fortification known as Fort Strong. It was completed in October. But there was no attack.

It was in 1802 that the island served as the place of an experiment in the fortification of the body against disease. There was still great opposition to vaccination, and a group of Boston physicians in a hospital established on the island vaccinated nineteen boys and young men, some of whom were exposed to small

# CHARGES RELIEF FACTS WITHHELD

McGrath Says Overseers  
Fear to Present Classifi-  
cation Demanded

## DOWD AND GOODWIN IN BITTER EXCHANGE

Fear of consequences, according to President Joseph McGrath of the city council, has prevented the overseers of the public welfare from complying with an order of the council, adopted last August, demanding a numerical classification, segregated into voting precincts, of the recipients of aid from the welfare department.

His charge, the most startling of a series of criticisms of the overseers and the finance commission, featuring the city council meeting yesterday, included the unqualified assertion that "the numerical allocation in the classification which was prepared months ago is so ridiculous that they have not dared to submit it to the council."

### ATTACKS GOODWIN

Councilman John F. Dowd of Roxbury, who initiated the discussion of recent disclosures of "racketeering" in unemployment relief, coupled a defence of the welfare department with an attack on Chairman Frank A. Goodwin of the finance commission, whom he accused of throwing out a "smoke screen" to cover his failure to make investigations of other municipal departments which Dowd enumerated.

He mentioned the East Boston courthouse addition project for which appropriations of \$71,000 for "extras" has been made, the playground land deal in ward 17, the purchase of land to enlarge Fallon field in Jamaica Plain, and the more recent purchase of land for the Hyde Park golf course.

Dowd challenged Goodwin to prove that there have been more than 100 "racketeers" among the 4700 recipients of unemployment relief, and added that "executives of the welfare department have done all the racketeering which has occurred."

He sponsored an order, which the council rejected, commanding the submission by Chairman Goodwin of the names of the recipients of unemployment relief who have fraudulently obtained the money.

In reply to the charges of McGrath and Dowd, Chairman Simon Hecht of the overseers of the public welfare said, "Give the city council my love."

### COUNCIL ALOOF

Chairman Goodwin was more emphatic in replying to Dowd's attack on him. He said, "If Dowd has any evidence of dishonesty or wrongdoing by anybody, it is his duty as a public official to disclose it instead of handing out a lot of cheap bunk for the gallery

in the city council chamber."

The council decided to keep aloof from the welfare department and allow Mayor Curley and the finance commission to do necessary investigating.

President McGrath assailed the overseers by invitation of Councilman John I. Fitzgerald, who expressed interest in the failure of the overseers to obey a council order and respect an agreement made by Chairman Hecht last August, to submit a classification of all relief cases, segregated into voting precincts.

"For 15 years I have been trying to break into the public welfare department," said McGrath, "but it is impossible for me or any other individual to do so. Last year it was agreed that the council had a right to know in what districts the welfare department spends money for relief. If we knew the districts, we could very quickly determine whether the records are accurate or not. We were promised that the cases would be classified in 339 voting precincts. We did not ask for names and we wouldn't allow names to be submitted to us. I know that this list has been made out for six months, but because the allocation of cases is so ridiculous there have been requests made that the council refrain from forcing them to submit it. If the council could obtain this numerical classification by precincts we would have 339 chances to one of knowing where the money is spent."

### ORDERED BY CURLEY

"At one of the conferences of department heads, after Chairman Hecht told his story, I called Mayor Curley's attention to the value of such a classification. He ordered Hecht to prepare it. He was told that it would not require more than two or three weeks. It has not been submitted and a year from today we'll be here and the report will not be in evidence."

McGrath claimed information to the effect that the allocation of relief cases to some voting precincts, where it is a certainty that there are few residents who have appealed for aid, shows so many cases that the overseers are afraid to allow the council to analyze the shelved classification.

On suggestion of Councilman Wilson, a demand was made upon the overseers for the classification. Wilson ascribed the troubles in the welfare department to the visitors, asserted that they need closer supervision, and added that he knows of families of seven and eight persons who are receiving less aid than smaller families. Wilson expressed surprise that the overseers have not demanded statements made under oath from applicants.

### OATH FOR APPLICANTS

#### Re-registration of Persons Seeking Relief Started

Re-registration of applicants for unemployment relief will be started at the public welfare department on Chardon street and the municipal buildings in which visitors have permanent quarters tomorrow. Every recipient of relief, now listed, as well as new applicants will be obliged to sign the following statement, under oath:

1. I have read this application or it has been read to me and I fully understand it.
2. I have not concealed money on hand, in banks (either in my own name or in that of some other person for my benefit), amounts received or to be received from pensions, insurance, workmen's

compensation, or from any other source, nor have I concealed any ownership in personal property or real estate of any kind.

3. I agree to notify this department or its agents if I obtain employment or receive money or aid from any source whatsoever.

4. I understand and agree that any false statement made by me in this application and any failure to comply with the requirements and conditions of this application may subject me to civil action and criminal prosecution.

5. The statements and information furnished by me and contained herein are the truth and are made under the pains and penalties of perjury.

6. The following provisions of law have been read to me and I am fully acquainted with them.

Section 29, Chapter 117, General Laws of Mass.

"Whoever, knowingly and willfully makes any false written representations to the Overseers, to their agent or to the Department of Public Welfare or its agents, for the purpose of causing any person to be supported in whole or in part as a pauper by a town or by the Commonwealth, shall be punished by a fine of not more than two hundred dollars or by imprisonment for not more than one year."

Post 3/31/31

### CITY HALL NOTES

To give the State Civil Service Commission time to select jobless laborers with dependents Public Works Commissioner Joseph A. Rourke yesterday explained that he was postponing until next week his campaign of making Boston a spotless city by placing 200 emergency men to work.

He had planned to start yesterday on the back alleys and yards in the tenement districts, but, because of the rush of business at the State House, the civil service officials were able to select but 20 of the men leading the list who had dependents. They promised to send down the remaining 180 in a few days, so that the city can start its cleanup campaign Monday he said.

The City Council yesterday approved the legislative act, giving the Mayor and the Council authority in the future to determine the hour for the opening of the polls on election days here.

To honor Boston service men who gave their lives in the World war, the City Council yesterday authorized the expenditure of \$14,000, which, with \$18,000 to be appropriated by the school committee, will be used to purchase radiotone portraits of the heroes.

With the \$32,000, more than 9000 portraits, at about \$30 each, will be made and hung in the school and municipal buildings of the city. Opposition to the plan was voiced by Councillors Arnold, Kelly, Norton and Laurence Curtis, 2d, the last of whom lost his leg in the air service. He contended that the money might better be used this year in unemployment relief.

# CURLEY MAKES THREAT TO HALT STREET TRAFFIC

Closing of Highways Will  
Result if No Tax Refund  
Is Made, Mayor Says

## TOWN OFFICIALS BACK HIS MEASURE

Rep. Airola of Revere  
Causes Challenge by Criti-  
cising Relief Program

Either the Legislature will give the cities and towns relief in the way of a \$5,000,000 return from the gasoline tax revenue or the city of Boston will suspend road construction and close the streets of Boston, was the ultimatum of Mayor Curley at the special meeting of the Mayors' Club of Massachusetts in the City Club yesterday.

The challenge was issued directly to Representative Augustine Airola of Revere, one of a dozen state senators and representatives who accepted the club's invitation to attend the meeting. He was the only delegate to answer directly the request of several mayors that the Legislature make its views known, and he flatly stated that he did not believe in the mayor's plan.

In spite of the official declaration of the state department of public works that it is equipped to expend efficiently the full amount of highway construction money apportioned to it by the Legislature, Mayor Curley again insisted that its resources are inadequate for the efficient expenditure of its full appropriation.

### ATTENDED BY 100

The meeting, attended by more than 100 Massachusetts mayors and town selectmen, was called to further discussion of Senate bill 47, a measure introduced by Mayor Curley which would establish a permanent return to the cities and towns of the commonwealth of one-half the revenue derived from the existing two-cent gasoline tax.

Efforts by members to spur the club on to the recently threatened "march on the State House," were curbed by a sober majority, but the session concluded with an overwhelming vote in favor of the Curley measure as the "only reasonable, equitable measure of relief, within the power of the Legislature to grant, which will lighten the

burdens of public welfare now being carried solely by the cities and towns."

Four dissenting votes were registered by a group of selectmen of the town of Franklin, who announced they were unconvinced that the proposed bill would benefit them and feared that it might interfere with the liberal state aid which is already granted rural districts and small townships for highway construction.

### CURLEY LASHES OUT

Mayor Curley lashed out bitterly against any possible increase of taxation on real estate and the home owners, pointing out that organized money presents an impregnable wall against the hope of further taxing individual and corporate incomes, and advanced the increased gas tax as the only equitable means of raising the state's revenue. He said:

"We are facing a situation unprecedented in the history of the commonwealth. Everybody wants to criticize, but none care to offer constructive remedies. Some time ago I suggested a 10 per cent. increase in income taxes of individuals and corporations and a tremendous hue and cry was raised.

"Twenty years ago real estate and personal property shared taxation 50-50. Today real estate bears 80 per cent. of the burden. The home owner must be relieved from further oppression."

Here Mayor Curley outlined the situation which faces the cities and towns in the way of increased welfare expenditure, using the figures compiled by the mayors' club in a state-wide survey. Besides the increase of from 50 per cent. to 151 per cent. in welfare expenditures, there have been increased overhead and decreased revenue to aggravate the situation.

### CURTAILED RESOURCES

In addition, he pointed out that while the state derives an income of \$10,000,000 from gas tax and varied sources of highway revenue, the curtailed resources of the cities and towns prohibit them from entering sufficiently large road construction contracts to entitle them to substantial state aid. He continued:

"Hence the commonwealth will have the expenditure of even more money than ever on state highways, adding to the cities and towns the burden of maintaining them. A redistribution of one-half the existing gas tax will give to the cities \$5,000,000 which they can spend on highway projects.

"Furthermore, we are committed to an old-age pension which will cost \$1,200,000 next year. This is dangerous because the class of people which has always been obliged to bear every burden will be asked to pay the pension by an increased poll tax while 30 per cent. of them are unable to pay anyway."

At this juncture Mayors Murphy of Somerville, Carriere of Fitchburg, Maguire of Quincy and Larkin of Medford and Selectmen Cook and Simon of Franklin and Gillespie of Sharon offered further reasons supporting Mayor Curley's measure, although the Franklin delegation raised several questions.

Representative Richard E. Johnston of Boston volunteered for the Legisla-

ture that its members were interested in the discussion and sought to learn more of the problems of the cities and towns. He described the legislative body as jurors who must weigh the evidence and make a decision.

### THREAT TO CLOSE STREETS

But it was the opinion expressed by Representative Airola that in his belief the cities and towns cannot get back their desired half of the two cent gas tax without upsetting the state's emergency program which brought Mayor Curley to his feet. Representative Airola also outlined Gov. Ely's plan to expend \$25,000,000 on highway construction this year and suggested that the plan might have to be abandoned.

"The state has \$19,000,000 to spend on roads," retorted Mayor Curley. "We do not believe that the state can expend that amount wisely, efficiently or economically. Now the state has another \$5,000,000 to add to its present program. We contend that the wise expenditure of this amount of money is impossible. All we ask is to be permitted to spend that extra five million as we see fit.

"We ask for relief. We ask only for that which is reasonable, equitable and what is within the power of the Legislature to grant. Either we are going to get that relief or we are going to put horses out with signs that our streets are closed to traffic.

"Either we get the relief or we will have to suspend our road construction because we need the money for public welfare."

The charge that the cities and towns finance the state's operations and are forced to supply police and fire protection and highway facilities for corporations which they cannot assess was hurled by Mayor J. Fred Manning of Lynn.

Mayor Manning pointed out that for mothers' aid and old age pension, the cities and towns must submit to the state the amount of their expenditure up to June 1 of any year and that the state is to reimburse them to the extent of its share after December of the following year.

"So the cities and towns finance the operations of the state," he said. "We hope we will not be satisfied with the mayor's bill. The revenue from the gas tax was originally intended for the cities and towns, anyway.

"Of the state's entire highway revenue of \$19,000,000, \$8,000,000 is got for them by the activities of the police of cities and towns in fees and fines."

seers of Public Welfare, it became further necessary to allot the remaining \$500,000 for this purpose.

"As stated in my budget message, I would liked to have used the surplus appropriating power still available within the tax limit for street work, but since it is not yet evident that the peak of the depression has been reached, I have felt it necessary to hold the surplus power in reserve for the possible additional needs of the Public Welfare Department.

"The petition to the Legislature for the right to borrow \$2,000,000 for streets was filed during the first week of January, long before the elimination, from the budget, of the entire appropriations for street work.

"The evident reduction in the appropriations of the paving service is termed a bookkeeping device because of the creation outside of the paving service budget, of a special appropriation for snow removal. No comment is made, however, upon the self-evidenced fact that it has been necessary, this Winter, to expend \$100,000 in excess of last year's expenditures for the plowing of city streets and the removal of snow therefrom. If it had not been for this additional expense, over which the city has no control, maintenance savings in the Public Works Department would have been considerably higher.

"A reduction of \$150,000 in the appropriation for the reserve fund is criticized as not having been a saving in maintenance cost. The author of the criticism is evidently unaware of one of the important factors making this reduction possible.

"One of the chief charges against the reserve fund is for judgments against the city and payments of claims for damages to persons and property. In 1929, under the old system, such payments totaled \$196,007.28.

"In 1930, as a result of changes inaugurated by the corporation counsel, such payments totaled \$109,258.19. The changes inaugurated last year will be continued during the present year and because of this fact, I have felt secure in making a reduction of almost 33 1/3 percent in the appropriation for the reserve fund."

## PHOTOS OF WAR HEROES TO COST CITY \$32,000

### Council Votes Order for Portraits Of 900 Who Lost Lives

Indestructible photographs of more than 900 residents of Boston, who died while serving in the world war, will be placed in schoolhouses and public buildings, as a result of appropriations of \$32,000 made by the school committee and the city council.

The photographs will cost \$30 each. The city council yesterday approved Mayor Curley's recommendation of an appropriation of \$14,000 and the school committee will contribute \$18,000 for photographs of the world war dead who attended the Boston schools.

Councilman Laurence Curtis vigorously opposed the proposal of the mayor. "It strikes one's sympathy," he said, "but it does not appeal to me as a matter which warrants such an expenditure. I feel that \$32,000 can well be devoted to salary increases to city employees deserving of additional compensation." Curtis found support from but three colleagues in his opposition to the order.

## PROF RIPLEY AGAINST BOSTON, SAYS CURLEY

### Mayor Answers Comment on Railway Affairs

Mayor Curley was quick to reply yesterday to Prof William Z. Ripley's comment on the opinion of Commissioner Eastman of the Interstate Commerce Commission regarding the New England railroad situation. In a long statement to the press the Mayor asserted that the professor "would have us surrender and give up attempts to rehabilitate the port of Boston," and that "Prof Ripley again indicates his anti-Boston and anti-New England position."

He said the present difficulty in Boston is due to the unreasonable differentials, and he asked: "Doesn't the professor destroy his argument and position when he asks New England to keep aloof from the rest of the country and in the next breath calls for expansion and development of New England, which cannot be made possible unless there is a substantial contact with the rest of the country?"

"It is very difficult for one who is sincerely interested in the welfare and development of the port of Boston and New England to comprehend the position taken by Prof Ripley. This much may be said, however, of Prof Ripley's statement: that he is consistent in his desire to keep the port of Boston in its present condition, namely, a port of call instead of a cargo port.

"Mr Ripley's statement almost appears as though it had been written by a representative of the port of New York. He asks the question: 'Why should Boston attempt to build up a foreign trade? Ships do not want to load here with cargoes and proceed empty to other ports for export'.

"The professor, if he kept abreast of the times and kept himself acquainted with the real situation, would appreciate that all the transatlantic lines have expressed a keen desire to come to Boston, and undoubtedly would come to this port if the bottom cargoes were available.

"Boston's difficulty is the fact that it is unable to secure this bottom cargo, due to the discriminatory and unreasonable differentials which the Interstate Commerce Commission allows to remain in force. So, too, is the port of Boston unable to secure this bottom cargo due to the unfair and unlawful gratuities and favors allowed at the port of New York, which do not exist at the port of Boston, and all of which results in driving export trade to the port of New York from our port."

## COUNCIL FAVORS SUFFOLK RAISES

Votes More Than Recommended, Though Mayor  
Is Expected to Veto

### BARS INCREASE FOR ELECTED OFFICERS

The city council refused yesterday to increase beyond \$7500 the maximum salary of elective officials of Suffolk county. A suggestion to designate \$8500 as the maximum salary of the register of deeds and to make \$7800 the maximum compensation of the clerks of the superior courts was rejected, 14 to 4, with Councilmen Gallagher, Green, Murray and Wilson forming the group favorable to extension of the maximum of \$7500 recommended by Budget Commissioner Charles J. Fox.

Prior to forwarding to Mayor Curley the classification of the positions and salaries of 1067 elective and appointive county workers, with the expectation that the mayor will register disapproval of any salary increases this year, the council approved larger increases in many classifications than had been recommended by Budget Commissioner Fox. The increases can not become effective until necessary funds are provided.

Instead of allocating assistant clerks of the superior courts in three grades, the council placed all assistants, other than the first assistant, on a parity, and increased the present maximum compensation of \$4080 to \$4300. The minimum provided is \$3300 with an annual increase of \$300.

The recommendation of Commissioner Fox that there should be differentiation between court officers of the superior and municipal courts was rejected and the present maximum salary of the officers of both courts of \$2484 was raised to \$2700 with an increase in the salary of district court officers from \$2000 to \$2500.

Chief clerks, who have been receiving a maximum of \$2800, were increased to \$3300; principal clerks of grade A, from \$2500 to \$2800 and of grade B, from \$2200 to \$2500. The maximum of senior clerks was elevated from \$2000 to \$2300 in the grade A division and from \$1800 to \$2200 in grade B.

The maximum compensation of the two first assistant clerks of the superior courts was placed at \$5400, an increase of \$900.

Under the statutory authorization of the classification salary increases are retroactive to Jan. 1, but in view of the opposition of Mayor Curley to any increases this year, there is believed to be slight hope that the county employees will derive immediate benefit from the decision of the city council.

31 GLOBE 3/31/31

# PREDICT SURVEY OF CITY AFFAIRS

## Mayor Replies to Attack by Good Government Group

### Curley Points to Right About Face On the Budget Issue

Protesting that Mayor Curley's proposed budget for 1931 shows no evidence of thorough-going economy and that the serious financial situation confronting the city is yet unsolved, the Good Government Association, in an issue of its pamphlet, "City Affairs," to be issued today, predicts that "ultimately through necessity, or sooner by choice, a complete survey must be made of city departments to point the way to substantial economies through greater efficiency.

The \$5,000,000 slash in departmental estimates is termed "meaningless," and "paper profits bring little solace to the overburdened taxpayer." Department heads, the article goes on to explain, can ask for any amount and might, on facing a certain slash, raise their estimates accordingly.

The G. G. A. criticism met with a quick reply from Mayor Curley, who issued a long statement last night, in which he said that "the latest 'trouble' (?) to visit City Hall is the right-about-face maneuver executed by the so-called Good Government Association on the subjects of budgets."

He accused the organization of continuing "to heckle the present administration" instead of appearing before City Council committees to offer assistance to the end that the increase in costs as reflected in the budget might be reduced or eliminated.

Claiming that three-fourths of the reductions in departmental items are due to factors other than thorough-going economy, the G. G. A. pamphlet sets forth the following examples:

"Reconstructing and Repairing Streets by Contract—Last year's appropriation from taxes was \$1,000,000 (the Legislature permitted the borrowing of an additional \$2,000,000). This year there is no budget allowance for the item

since the city seeks to borrow \$2,000,000 for this purpose, and has an unexpended available balance of \$1,021,749 from last year's appropriations and authorizations. Merely a change in financing is reflected in this huge item—not a saving in maintenance costs.

#### On Tercentenary

"Tercentenary Celebration—Last year's appropriations were \$125,000. Obviously such an appropriation was not made this year.

"Public Works Dept, Paving Service—The 1931 budget contains a reduction of \$184,330.95 from last year's appropriations for this item. However, an entirely new special appropriation for snow removal occurs elsewhere in the budget. The department is thus relieved of a \$150,000 item. This is, of course, a mere bookkeeping device, though it makes possible an imposing reduction.

"Election Dept—A reduction of \$37,483.31 has been made in the Election Dept compared to last year's appropriation. This, of course, is due largely to fewer election activities this year. Only a City Council election occurs in 1931.

"Reserve Fund—This year's reserve fund is \$150,000 less than in 1930. It would appear that the margin of safety under which the city operates is cut down in this way—probably wisely so. Nevertheless, it can hardly be construed as a saving in maintenance costs."

In summarizing the financial situation City Affairs goes on to state:

"In spite of 'paper profits,' borrowing proposals, and some marginal carving, the real problem of retrenchment has not been attacked in the new budget. Had there been no depression, with its increased demand for relief, the problem would still face the taxpayer.

"The purchase of municipal luxuries has not ceased (witness the new \$500,000 golf course and the \$200,000 Castle Island roadway); demands for borrowing are greatly increased (the Legislative Municipal Finance Committee must consider proposals for borrowing in Boston this year exceeding \$30,000,000); the payroll continues to climb,

and no Mayor dares to operate on it. "Contracting methods need improvement; the accounting system of the city needs renovation; the simplification of the administrative setup is much needed; city expenditures are constantly increasing; the climbing net city debt jumped more last year than in any previous four-year administration; the number and cost of the army of city employees is ever growing; the present tax burden is oppressive, yet the city is faced with needs for legitimate and necessary public improvements the cost of which will run into millions.

"A business concern faced with such a situation would have to lower costs, seek more efficient methods and omit any activities not vitally necessary. Ultimately this is exactly what Boston must do."

#### Resorts to Scripture

Mayor Curley resorted to the language of the Scriptures in describing his reaction to the attack in "City Affairs," and made a typical response, in which he declared that he had no apologies in connection with the 1931 budget recommendations.

"I suggest to the association," he said, "that if they have any worthwhile or sound criticism of my recommendations that such information be submitted without delay, to the Committee on Appropriations of the City Council."

His suggestion was virtually a challenge.

"Under the provisions of the city charter," he wrote, "The Council may reduce or reject any item recommended by me. This provision points the way for any constructive action that the Good Government Association may desire to take. Failure to take advantage of this opportunity can have but one interpretation. Need I comment of what this interpretation is?"

"The article in question dismisses as 'meaningless' the fact that the \$5,000,000 cut, made by me in department estimates, is a proof that strict economy has been practised in the preparation of this year's budget," he said. "The term 'meaningless' is supported by the insinuation that department heads, in anticipation of the Mayor's reductions, inflate or pad their original estimates. Such a criticism fails to take into consideration the highly segregated form under which departmental estimates are prepared.

"Budget appropriations are made clear under 89 items and each item-request must be substantiated by a full and complete explanation, in writing, of the reasons underlying each request. The 1931 budget is the 16th of its kind to be submitted to the City Council since the adoption of the segregated budget system in this city.

"In this period of time departments officials and clerks have familiarized themselves with the basic principles underlying the preparation of sound estimates and no attempt at inflation has ever been evident to my observation.

"It is charged that the \$2,000,000 reduction in the appropriation originally requested for street repair and construction was made after a decision on my part to secure the requested amount by borrowing. Such a claim is wide of the mark.

"The tentative allowances made by the Budget Commissioner, and reviewed by me early in February, contained an allowance of \$1,000,000 for this item. The great increase in the expenditures of the Public Welfare Department during January, however, made it necessary for me to cut the Budget Commissioner's recommendation in half, and subsequently, in order to provide an appropriation for old age assistance as requested by the Over-

## A Vital Artery

Though the times demand firm control of all public expenditures, one item in Mayor Curley's construction program not only deserves special consideration but well-nigh commands affirmative action. After decades of debate, the plan for an East Boston traffic-tunnel has become a reality. The work will soon be advancing. When it is done, thousands of vehicles will be pressing each day for entrance and exit to and from the tunnel-mouth at the juncture of North street and Cross street. The whole efficiency of the tunnel—together with the test of gain or loss upon the public's vast investment in its construction cost—will depend upon the convenience of access provided for passenger-cars and trucks approaching and leaving the tube's Boston terminal. Anyone who knows the street-conditions now existing in the northerly section of the downtown district knows that important improvements will be imperative in order to meet the demands of the tunnel traffic.

One vital part of the additional facilities needed would be supplied by House Bill No. 1259, which orders a beginning to be made at last upon the new Central Artery designed by the Boston City Planning Board. The northerly end of the artery would proceed from the East Boston tunnel-mouth to and through a widened Chardon street to Cambridge street. This is an urgent need of the future; and the General Court would be justified in giving special consideration to the Central Artery even if this were the only important reason now commanding prompt action.

But the fact is, of course, that many another strong ground now offers for prompt and favorable action. This Central Artery project has gained from among the leaders of Boston's greatest business enterprises, and also from among representatives of the city's most fundamental and conservative interests, a force and breadth of endorsing support almost without precedent in Boston's history for an undertaking of such magnitude. Mr. P. A. O'Connell, in an able statement issued this afternoon, reviews the striking list of endorsers and sums up once more the compelling arguments offered in the artery's favor. We commend to every citizen—and especially to the legislative committee on Municipal Finance—a careful reading of this final plea from the vice president and acting head of the Retail Trade Board.

Let no one suppose that the conviction held by the business men of Boston in the ability of the new Central Artery to bring important relief to the whole problem of downtown traffic congestion, is a matter merely of faith and wishful hope.

Thanks to the work of the Boston City Planning Board, under the direction of so thorough-going and skilled an engineer as Frederic H. Fay, the board's chairman, the most complete and precise studies have been carried out, showing conclusively the great measure of relief which would be secured for Tremont and Washington streets. Here, for the whole public of Boston, lies a promise of large service and value. And finally, to the energetic declarations of the Boston Chamber of Commerce, there has been added this year the thoughtful support of the Boston Real Estate Exchange in respect at least of a demand for prompt action by the city in beginning construction of the northerly end of the Central Artery. Many of the most experienced real estate men of Boston are convinced that upon this proposed improvement the protection and future enhancement of downtown real estate values in large part depends. This is a judgment which the Committee on Municipal Finance cannot afford to ignore.

## Curley Hits G. G. A. for Non-Co-operation

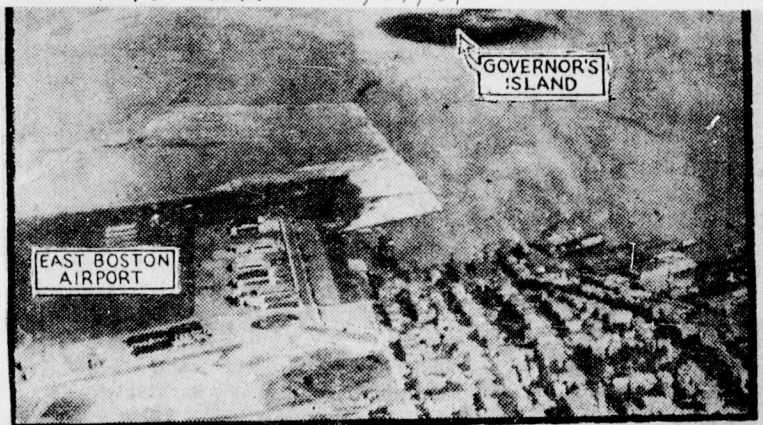
Mayor Curley, in discussing the latest attack of the Good Government Association to the effect that there is nothing in the budget for 1931 indicating thorough-going economy and that the serious financial condition of the city is unsolved, criticizes the association for not being represented at any of the recent hearings before the City Council to offer counsel.

"They then list a number of items, the adoption or elimination of which would inferentially remove their disappointment," the mayor says. "The only item which pertains directly to the budget is increased payroll requirements. Evidently the Good Government officials would produce economy by the wholesale discharge of city employees, for in no other way can a marked reduction in city payrolls be secured. There is hardly any need for me to comment on such a proposal, especially in view of economic conditions prevailing throughout the country."

"I have no apologies to make in connection with my 1931 budget recommendations. They were made after months of intensive study and investigation. I am certain that they will withstand what the association terms a most thorough and scientific survey."

RECORD

3/3/31



Governor's Island and Boston Airport are shown in this airplane view. Proposed transfer of the island to Boston for airport extension purposes is temporarily held up because of War Department "strings" to the lease.

"Remote control" is all right in radio. But it is all wrong when applied to the transfer of Governor's Island to the City of Boston for extension of the Boston airport.

Park Commissioner William P. Long and Corporation Counsel Samuel Silverman are guarding the interests of our city in rejecting the island lease offered by the War Department. Congress, in authorizing the transfer, properly stipulated that the island should revert to the Government in time of emergency, such as war. But the War Department now proposes a lease which, as Commissioner Long ironically says, would not even allow Boston "remote control" of the property.

The War Department would require Boston to build a big wharf on the island, run a paved roadway to the airport, give the War Department the right to erect buildings on the island and allow the Government to kick the city out on 30 days' arbitrary notice.

With these strings on the lease, Boston is supposed to take over the island gratefully and spend more than \$1,000,000 on it. Apparently the War Department gives with one hand and takes back with the other.

## Skool to the Northland!

If you were going to send a messenger on an important errand, demand dispatch, convenience and safety, you would send him, would you not, by the shortest route that was at the same time safest and easiest? The answer to this question involves a project that is of interest to Boston. It is proposed that the United States Government shall establish a mail air service to Europe, to carry with the utmost expedition and safety an important part of the mail (amounting in the year ended June 30, 1930, to 43,978,492 pounds) to that continent.

What route should be adopted for this service, supposing that the consideration of up-to-date means for the transportation are adopted? Four have been proposed. One is the Southern route, via Bermuda, the Azores and Lisbon. This route would involve a 2000-mile flight to the Azores, and the covering of a water distance from New York of 4800 miles. Great peril would threaten the mail by that route. Another route is the ordinary steamship route, known as the Great Circle. No islands here to break the passage, with no chance, owing to the weight of fuel that must be taken, to carry a sufficient weight of mail. A third proposed route is that by Newfoundland-Azores. Here fogs and storms threaten safety and flights are very long. The fourth route proposed is that by way of Boston and Labrador, Greenland and Iceland. It looks Arctic at first glance, but experience has shown that it avoids the fog belt, and possesses the advantage of having only 1500 miles of it over water, and no single water flight of more than 600 miles. There would be in it service stations about 200 miles apart all the way. Upon it the maximum amount of weight could be carried, and the maximum degree of safety could be attained. Stores, relief planes, landmarks for the flyer, and other advantages, would be secured. It is the easiest means of air communication between the largest masses of population.

Commander MacMillan and others are going to Washington to talk this matter over with the Post Office Department. It is to be hoped that the factors of the problem will be taken into full consideration by the postal powers that be. Recent science suggests that the world is at last going to take cognizance of the opportunities of the Far North in the age of aviation. Here is an opportunity for Boston and New England to serve the advantage of the rest of the country and incidentally to exalt their own north quite legitimately. It is a matter of satisfaction to know that Howard Cooley, chairman of the aeronautical department of the New England Council, Mayor Curley, Commander Donald MacMillan and others have taken the matter up with active interest.

## City Aiding Over 40,000 in Distress

### Public Welfare Board De- plores Recent Publicity and Justifies Its Course

Greatly disturbed by the recent disclosures concerning fake claims for aid, the overseers of the public welfare today issued a statement in justification of the department's course in the last few months in giving daily aid to 10,000 families, or 40,000 persons, largely sufferers from unemployment. The board asserts that due to its liberal policy, the city has been saved from bread lines and soup kitchens and the severing of family ties which usually attends serious depression in business.

The claim is made that the method employed by the department makes impossible any considerable "racketeering," as charged. The investigating force has been doubled and twenty trained assistants put to work. Recently, a check system requires persons accepting aid to report at the department each day. The board expresses its confidence in the efficiency and integrity of its visitors and employees.

The statement follows:

"The serious character of the unemployment situation from October of 1930 to March 1 of the present year, has been such as to tax the money, nerve, energy and capacity of every individual connected with a department engaged in the distribution of aid to those in need. Many thousands of persons throughout the country who heretofore, never sought aid of any character, were forced through loss of position to seek public assistance. They were victims of an industrial condition beyond their control and the applicants during the opening months of 1931 were men and women who, prior to 1930, never believed that they would ever find it necessary to ask public aid of any character. After the loss of position, in these cases, when their savings were expended and treasured articles in the home had to be sacrificed and credit exhausted, there was no course left open other than an appeal to the Public Welfare Board.

"The task of ministering to the needs of the people has been tremendous, for the reason that private agencies have been unable to aid in the manner and proportion customary in the past. Due to the liberal policy of the Public Welfare Department it has been possible to prevent the severing of family ties and keep the city free of the demoralizing effect that results from cripples, beggars, bread lines and soup kitchens, which have constituted a blight in the leading American cities during the present depression.

#### Aid for 40,000 Persons

"The Public Welfare Department, at the present time, is providing measures of relief for nearly 10,000 families daily, or a total in men, women and children

of more than 40,000, and the major portion of this relief is due to unemployment. The law provides that the board shall provide for the needy, and in return, that each individual be required to perform a certain amount of labor for the aid received. The majority of applicants would prefer work rather than aid, but when work is impossible to obtain, and this has been the case during the past six months, there is apparently no course left open but to provide for their needs until such time as work is obtainable. It has been the custom of the board to insist that all men receiving aid shall perform a certain amount of labor at the wood yard at Hawkins street, in return for the aid received, but the numbers applying rendered this impossible during the late months of 1930 and January, February and March of 1931.

"To meet the situation an employee of the Public Welfare Department was designated to get in touch with department stores, industrial and mercantile establishments, with a view to procuring work, but unfortunately a majority of the employers contacted were discharging rather than taking on help.

"In the sensational report that has recently been published as to the abuse of the city's charity, racketeering has been stressed. An examination as to the method of compilation of the weekly aid budget is sufficient answer to this charge, since it would prove a most impossible and unprofitable venture. With a view to providing a better system of follow-up in the case of applicants for aid, the investigating force has been doubled and twenty trained assistants have been loaned by private societies to the department. Every reasonable check that it has been possible to provide for the protection of the city has been utilized, the more recent innovation being a check system under which any person receiving aid is required to report to the Public Welfare Department, Central Office, each day of the week at a time designated by the department. It is obvious that a person employed and receiving aid would find it extremely difficult, if not impossible, to comply with this requirement which makes close contact and a higher order of supervision possible.

#### Each Case Investigated

"Payment of aid to persons owning property has been singled out as a flagrant violation of the custom of aiding the needy. The Public Welfare Board desires to state that each individual case has been investigated and the board is of the opinion that a person can be as poor at a time like the present, even though he has an equity in a home, as it possible for an individual to be without one in times of prosperity. The board recognizes that aid in these cases should be limited and have acted accordingly, but the board desires to emphasize the additional fact that it likewise would find the eating of shingles, or mortar, or bricks, in no measure nourishing or conducive to health.

"The board desires, at this time, to express its confidence in the efficiency and integrity of its visitors and employees, and to state that to meet the situation during the past six months, not only the paid employees, but the Board of Public Welfare, who serve gratis, have worked faithfully, not only during the day but late into the night, to meet a situation that they pray God will never again be visited on the American people.

# HECHT DEFENDS CITY WELFARE DEPARTMENT

In a spirited defense of the Public Welfare Department, Simon E. Hecht, chairman of the board of overseers, today denied that "racketeering" was going on in poor relief.

His statement, issued through Mayor Curley, was a reply to charges of the Finance Commission that persons not needing aid were mulcting the city of hundreds of thousands of dollars.

"Many thousands of persons who heretofore never sought aid were forced through loss of positions to seek public assistance," he said.

"The task of ministering to the needs of the people has been tremendous because private agencies have been unable to aid in the proportion customary in the past.

## FREE OF BREAD LINES

"Due to the liberal policy of the Public Welfare Department, it has been possible to prevent the severing of family ties and keep the city free of the demoralizing effect that results from cripples, beggars, bread lines and soup kitchens.

"The department at present is providing relief for nearly 10,000 families daily, or a total of more than 40,000 men, women and children, and the major proportion of this relief is due to unemployment.

"In the sensational report recently published as to the abuse of the city's charity, racketeering has been stressed. An examination of the method of compiling the weekly aid budget proves this a most impossible and unprofitable venture.

"With a view to providing a better follow-up system, the investigating force has been doubled and 20 trained assistants have been loaned by private agencies.

## PROPERTY OWNERS POOR

"Every reasonable check that it has been possible to provide for the protection of the city has been utilized.

"Payment of persons owning property has been singled out as a flagrant violation of the custom of aiding the needy. The board wishes to state that a person can be as poor at a time like the present, even though he has an equity in a home, as it is possible for an individual to be without one in times of prosperity.

"The board realizes that aid in these cases should be limited and has acted accordingly, but the board desires to emphasize that it likewise recognizes that the needy individual would find the eating of shingles, or mortar, or bricks, in no measure nourishing or conducive to health."



## False "Paupers"

IT is not surprising that fakers got some of the money given by the city for poor relief. How much they stole, for it was stealing, morally if not legally, is not known. Some say it was much; some say it was little. Whatever it was, it was money that should bring them little luck, for they took it from persons who really need it.

The first step for the city to take is to seek out the thieves and, if possible, send them to jail. The newspapers will be happy to print the names of persons convicted of such an offense. At the same time this newspaper will be careful not to bring humiliation to any person who has gone honestly to the city for aid. Needy persons should be treated with the utmost kindness and their pride held at as high a level as possible.

We are not particularly impressed by one of the charges that a man used the money the city gave him to pay a premium on his life insurance. That in itself might have been the best use he could possibly have found for it, provided he had borrowed on his policy every cent he could borrow and was paying the premium only to avoid the extreme penalty of losing the policy, in which case his whole family, should he die, might become city charges. On the other hand, we are not surprised that some used the money for luxuries. There are always persons like that, and they should be severely punished.

It is possible that the system of administering the relief was at fault. Yet the task was a difficult one. An emergency had to be met. The city gave, and gave quickly, which is the way to give. Let us continue to give, prosecuting vigorously in the mean time, the poor-box thieves.

# BOSTON FACING TAX RATE RISE

## Curley Says City's Valuation Increase Only Half Normal Amount

A valuation increase of not more than \$20,000,000, or less than one-half the normal annual increase, was predicted by Mayor Curley after addressing the assistant assessors, preliminary to the start of their yearly appraisal of property.

"New construction during the past year," said the mayor, "has been mainly of charitable, religious and public buildings which are exempt from taxation. Instead of a normal increase of valuation of \$40,000,000, we cannot look forward with expectancy to perhaps more than \$20,000,000. There will be no arbitrary increasing of valuations, because it is only in the community centres which have been developed that any upward revision of assessments is justified.

"So far as property of the ordinary house owner is concerned, there is no way to justify any increase."

In discussing the outlook the mayor did not conceal his apprehension about a nincreased tax rate. He frankly admitted that conditions offer little or no encouragement.

# BOSTON TO BID FOR B'NAI BRITH IN '32

Mayor Curley today empowered a delegation of representative Jewish men of Boston to invite the B'Nai Brith of New England, New York and eastern Canada to hold its annual convention in May, 1932, in Boston.

The invitation will be extended at the convention in Toronto in May and its acceptance is regarded as certain. In the event that the convention is held in Boston in 1932, the president of the district organization will be selected from Boston candidates.

## TELLS NEED OF CENTRAL ARTERY

O'Connell Urges Downtown  
Boston Proposal

Urging the necessity of the proposed central artery through downtown Boston, P. A. O'Connell, vice president of the Boston Retail Trade Board and president of E. T. Slattery Company, issued the following statement today:

"Judging from the recent statement of its chairman, the Legislative Committee on Municipal Finance is much in need of further information regarding the proposed central artery through downtown Boston, the bill for which is now before it for action. Unlike many street improvements, this is not a matter which can be postponed without causing severe loss to the city and to concerns and individuals doing business here. Neither can it be considered an expense, for the actual cash saving will, at the very least, far outweigh the cost.

"In the rush of the Legislative session it is natural that details of each project cannot be fully considered, but for the committee to show such lack of understanding of even the basic merits of this project is appalling. If, in the panic of economy, our legislators have become so blinded that they make no attempt to distinguish sound investment from profligate expenditure, then our situation is hopeless indeed.

"More than five years ago the business concerns in Boston realized that traffic congestion had reached the strangulation point and, unless corrected, would cause heavy loss. Because the losses had not then occurred, their warning was ignored and relief was denied. Since then the inevitable has come to pass. Many concerns have been forced to move or to establish branches outside the congested city area, resulting in a net decline in total assessed valuations of \$34,000,000 in the downtown business district, and a loss in taxes to the city which now amounts to \$1,000,000 per year. Yet even now our Legislative body fears the expenditure of a fraction of that sum for relief.

"How long must this ghastly blunder continue? Both the City Government and individual citizens have done everything they can.

### Many Backers

"No measure in years has received such unanimous approval as this proposal for a great central artery which will circle the downtown business section and make it possible once more to reach conveniently the downtown business district by motor vehicles. At the hearing early this month before the Legislative committee, practically every business and civic organization in the city appeared to support the measure.

"These included Boston Chamber of Commerce, Boston Retail Board of Trade, Boston Real Estate Exchange, Massachusetts Real Estate Exchange, United Improvement Association, West End Business Men's Association, Boston Central Labor Union, Uphams Corner Improvement Association, Representatives from the automobile associations, Society of Architects, Ex-

## PUBLIC WELFARE BOARD DENIES "RACKETEERING"

Tells of Efforts to Avoid Abuses and Says Even Some  
Property Owners Have Needed Aid

A denial that there has been any abuse or racketeering of the city's charity funds is contained in a statement issued today by the Overseers of Public Welfare. The statement, in part, follows:

"In the sensational report that has recently been published as to the abuse of the city's charity, racketeering has been stressed. An examination as to the method of compilation of the weekly aid budget is sufficient answer to this charge, since it would prove a most impossible and unprofitable venture.

With a view to providing a better system of follow-up in the case of applicants for aid, the investigating force has been doubled and 20 trained assistants have been loaned by private societies to the department. Every reasonable check that I has been possible to provide for the protection of the city has been utilized, the more recent innovation being a check system under which any person receiving aid is required to report to the Public Welfare Department, Central Office,

each day of the week at a time designated by the department.

"It is obvious that a person employed and receiving aid would find it extremely difficult, if not impossible, to comply with this requirement which makes close contact and a higher order of supervision possible.

"Payment of aid to persons owning property has been singled out as a flagrant violation of the custom of aiding the needy. The Public Welfare Board desires to state that each individual case has been investigated and the board is of the opinion that a person can be as poor at a time like the present, even though he has an equity in a home, as it is possible for an individual to be without one in times of prosperity.

"The board recognizes that aid in these cases should be limited and have acted accordingly, but the board desires to emphasize the additional fact that it likewise recognizes that the needy individual would find the eating of singles or motor or bricks in no measure nourishing or conducive to health."

pressmen and Truckmen's Associations, Dorchester Board of Trade, steamship companies and the Boston Port Authority.

"All these stated with the greatest emphasis the burden which they are now having to bear because of inadequate street facilities, and demanded that relief, such as the proposed central artery would give, should be forthcoming at the earliest possible moment. All the groups represented are large taxpayers. In fact, it is a fair statement that the proponents who appeared for the central artery bill represent at least two-thirds of all the taxable property in the city of Boston. Moreover, among the remaining third almost no opposition to the measure was voiced.

"When we remember that the plan for the central artery, the beginning of which is provided for in the bill now before the Legislature, has been studied intensively by Boston citizens, and that it is the result of four years of expert work on the part of the City Planning Board and its consultants, surely there can be no question that the taxpayers who have asked for this improvement know what they are talking about and are able to weigh its benefits against the cost.

"Personally I speak both as a merchant and a property owner in the city. From experience I know that conditions which have developed are forcing the decentralization of retail business at a heavy cost both to the retail merchants and to the city itself. As a property owner I know also that the loss in city real estate values brought about by such decentralization outweighs many times the cost of providing adequate street facilities, which will correct the difficulty. Circulation is the life-blood of business. The greater the circulation the greater the volume of business. Unless traffic is given freedom to move, then we cannot hope for any growth, either in Boston business or in city values.

## PARK DOWNTOWN 6 P M TO 1 A M

Within three weeks, which is considered sufficient time to advertise the new parking regulations, autoists will be allowed to park on all downtown streets save Washington and Tremont sts between 6 p m and 1 a m, according to a decision made yesterday at a meeting of the Boston Traffic Commission.

The change was advocated by Mayor Curley, who notified the commission that he thought the change in parking regulation would be a boost to business in the downtown section. As a result of the change, autoists will now be able to park for the allotted period and an hour beyond. After 1 a m the regular parking time of an hour will be enforced.

Four members of the commission were present at the conference. They were Traffic Commissioner Joseph A. Conry, Park Commissioner William F. Long, Public Works Commissioner Joseph A. Rourke and Chairman of the Street Commission Thomas J. Hurley. Police Commissioner Eugene Hultman was not present.

# COUNCIL FOR PAY BOOSTS

County Salaries Raise  
Not in Effect  
Until 1932

New wage scales and personnel classification of the 1067 public employees of Suffolk County were approved yesterday by the Boston City Council with the announced understanding that increases shall not become effective until next year, in view of the fact that city employees have been denied increases because of the industrial depression.

## \$7500 IS LIMIT

By a vote of 11 to 4 the Council decided that when the next maxima becomes effective, no elective county officials should receive more than \$7500 a year, as recommended by Budget Commissioner Charles J. Fox, who drew up the schedule under a special act of the last Legislature.

Limits of \$7800 for the two clerks of the Superior Court, and \$8500 for the register of deeds were urged without success by four members of the Council, comprising Robert Gardiner Wilson, Jr.; Edward M. Gallagher, Peter A. Murray and Thomas H. Green.

But the majority members voted to follow the schedule submitted by the budget commissioner, except in a few cases where they insisted upon exceeding the limits he recommended.

Court officers in both the Superior and Municipal courts were combined in the same group by the Council and their maximum increased from \$2484 to \$2700, while the salary limit of District Court officers was boosted from \$2000 to \$2500.

## Superior Court Clerks

Assistant clerks of Superior courts were divided into but two grades by the Council instead of the three recommended by the budget commissioner. The maximum of the two first assistant clerks of the Superior courts was placed at \$5400, an increase of \$300, and the maximum of the other assistants was increased from \$4080 to \$4800.

Chief clerks, who have been receiving \$2800 top, have been increased to \$3500; principal clerks of Grade A, from \$2500 to \$2800, and Grade B, from \$2300 to \$2500, while the maximum of senior clerks was raised from \$2000 to \$2500 in Grade A, and from \$1800 to \$2200 in Grade B.

In urging the passage of the schedule, Councillor Wilson said, "While the intimations are that the Mayor will veto

the schedule, let it not be said that the City Council has increased the county salaries by one dime. We have merely introduced the new system of classification with a new schedule of salary limits for future years. We have granted no salary raises but have set a standard beyond which they must not go in future years without further authorization."

# HINT MORE 'FAKERS' ON RELIEF LIST

Name Dummies and  
City Workers at  
Council Meeting

The Finance Commission's investigation of the public welfare department was branded yesterday by City Councillor John F. Dowd of Roxbury as an attempt on the part of Chairman Frank A. Goodwin to throw a smoke screen around his alleged inactivity in probing city contracts and land deals.

## DOWD ATTACKS GOODWIN

The Councillor insisted that Chairman Goodwin should be forced to prove his charges that 1200 people on the jobless relief list are fleecing the city, or else be removed by Governor Ely.

Declaring that the Finance Commission actually had investigated the contracts and land taking referred to by the Roxbury Councillor, Chairman Goodwin replied last night "if Dowd has any information indicating any fraud or dishonesty in these matters it is his sworn duty to tell it to the City Council instead of handing out a lot of cheap bunk to the galleries."

Referring to the contention of Councillor Dowd that the Finance Commission "forgot to investigate" land takings for the golf links, Fallon Field, and the Dunbar avenue playground, as well as the \$71,000 addition to the East Boston court house contract, Chairman Goodwin insisted that not only were probes conducted, but that the records showed that Dowd voted for the \$71,000 appropriation on March 16.

## Dowd's Order Rejected

Following a bitter debate, lasting more than three hours, the Council rejected Dowd's order demanding that Chairman Goodwin present the names

of the 1200 alleged fakers on the unemployment relief roles of the city. In opposing the order, Councillors contended that the Council was powerless to command the Finance Commission, that it was against the law to make the names public, and that when ready the names should go to the district attorney rather than to the Council.

Charges that "the only racketeering was done by the welfare officials, instead of the jobless," that "dummy names might be found on the relief list" and that "city employees were also getting aid, according to rumors," were hurled in the debate before the Council decided it would not participate in the investigation.

On motion of Councillor Peter A. Murray of Jamaica Plain it was voted to request the public welfare overseers to destroy the records of applicants five years after they receive their final relief in order to protect their children in the future. He also secured passage of an order seeking the distribution of the grocery drafts given to the poor, so that all the reputable stores in the city might get some of the business.

## Wants Cases by Precincts

Councillor Robert G. Wilson of Dorchester again put through his order calling upon the overseers to tell the Councillors the number of cases aided in each precinct of the city, as demanded last August.

President Joseph McGrath of Dorchester declared that the Mayor approved this classification of the cases and that Chairman Simon E. Hecht of the overseers promised to get it for the Council. "The overseers classified the cases by precincts six months ago," he said, "but the number of cases in each of the districts was so ridiculous, that they dared not submit them to the Council."

After hearing the comments made by the Councillors, Chairman Hecht replied merely last night, "Give the Council my love."

It was Councillor John I. Fitzgerald of the West End who informed his colleagues that he had heard that "city employees were drawing money from the overseers of public welfare in poor relief." He stated that the Finance Commission deserved commendation for showing up fakirs obtaining relief funds, and he opposed Dowd's order with the contention that the city auditor had authority to obtain the names of people obtaining funds without authority.

## Hits at Welfare Bureau

In his attack upon the investigation Councillor Dowd declared "Chairman Goodwin's investigation is unfair and contemptible because he is raising this hullabaloo to scare away the worthy poor and unemployed to keep down the expenses of the welfare fund."

"Why does he try to make thieves out of 7000 or 8000 people because perhaps only 100 are not deserving? Goodwin has said that 25 per cent of those receiving jobless aid were fakirs and racketeers. But I say that the only racketeers down at the welfare bureau are the executives. There might be some dummy names on the relief roles but if the Finance Commission want to make a real investigation, let it start at the top and go down through the executives who handle the millions of dollars."

Post

3/31/31

# NO SAVINGS BY CURLEY G. G. A. SAYS

## Sees Tax Rate Up to \$32—Mayor De- fends Self

Complaining that Mayor Curley's 1931 budget presents no evidence of economy and predicting that the tax rate will touch a record top of \$32, the Good Government Association, in its pamphlet which will be placed in the mails for the voters today, demands "a thorough scientific survey of the city departments to solve the serious financial situation confronting Boston."

### MAYOR DEFENDS SELF

The Mayor's reduction of the 1931 estimates by more than \$5,000,000 was branded by the G. G. A. as "meaningless and bringing little solace to the overburdened taxpayer." Besides, the leading article claimed, three-fourths of the reductions in departmental items were due to factors "other than thorough-going economy."

Replying to the attack by the Good Government Association, Mayor Curley last night issued a public statement, declaring that he had no apologies to make for his budget, as he was certain that it would withstand what the G. G. A. termed "a most thorough and scientific survey."

### Challenges G. G. A. to Act

The Mayor accused the Good Government Association of a "right-about-face manœuvre." He recalled that it praised his 1930 budget as "water-tight" and yet turns around to criticise the 1931 budget, even with its reductions. He declared that the G. G. A. would produce economy by the "wholesale discharge of city employees, for in no other way can a marked reduction in payrolls be secured."

Charging that the G. G. A. had failed to attend the budget hearings, the Mayor challenged the organization to go to the City Council and recommend its proposals for economies instead of "heckling" from the distance in its pamphlet.

### Lists Cuts as Not Economy

Criticising the Mayor's claims of making reductions, the G. G. A. listed a number of cuts as having no relation to mayoral economy. Savings of \$125,000 were made in public celebrations because this is not another Tercentenary year. Savings of \$37,483.31 in the election department are reflected in the fact that there is but one function this year, the election of the City Council. "City Affairs" declared that the

Mayor had reported a reduction of \$1,000,000 for streets this year because he hopes to get a \$2,000,000 loan bill for this purpose from the Legislature.

### "Real Problem Not Attacked"

A decrease of \$184,330 in the paving budget was shown this year, it claimed, through a mere bookkeeping device by which the \$150,000 item for snow removal is taken from the paving item and listed as a special item for the first time. The Mayor's reduction of \$150,000 in the reserve fund, could "hardly be construed as a saving in maintenance costs," stated the G. G. A.

"In spite of paper profits, borrowing proposals, and some marginal carving, the real problem of retrenchment has not been attacked in the new budget," stated the article. "Had there been no depression with its increased demand for relief, the problem would still face the taxpayer."

### "Highest Tax Rate in History"

"The purchase of municipal luxuries has not ceased (witness the new \$500,000 golf course and the \$200,000 Castle Island roadway); demands for borrowing are greatly increased (the legislative municipal finance committee must consider proposals for borrowing in Boston this year exceeding \$30,000,000), the payroll continues to climb, and no Mayor dares to operate on it. Contracting methods need improvement, the accounting system, of the city needs renovation, the simplification of the administrative set-up is much needed, the debt burden continues to increase, the assessment system is still an illogical one, the highest tax rate in history faces us," concluded the G. G. A., insisting that a scientific survey of the city departments was needed and would have to come.

### Hits Charge Estimates Padded

In his reply the Mayor chided the G. G. A. for its failure to mention the fact that so far this year the cost of snow removal exceeded that of last year's mild winter by more than \$100,000.

He scoffed at the charge that the department heads had padded their estimates so that he might make bigger slashes. The Mayor contended that each department head had to list his estimates under 89 different items in the budget and that it was ridiculous to say that an inflation of the items had been attempted.

### New System of Land Takings

The Mayor explained that the cut of \$150,000 in the reserve fund was made possible by his action in adopting a new system of land takings, whereby the property owners were forced to take fair prices and agree not to go to court. For this reason, he said, he was not required to keep so much money for the reserve fund this year to settle land damage awards from the courts.

The Mayor declared that at the start of the year, he had placed an item of \$1,000,000 in the budget for streets, but because of the record demands for poor and unemployment relief, he was obliged to use \$500,000 of the item for the public welfare, and then he was forced to set aside the other \$500,000 to take care of the old age assistance act which will become effective July 1 with no other source of revenue in sight to meet the demands of the aged.

# Sees Serious Situation on City Finances

Challenging Mayor Curley's recent statement that the proposed 1931 budget was an example of economy the Good Government Association, in its pamphlet, "City Affairs," issued today, declares that it fails to solve the serious financial situation confronting the city.

The article predicts that "ultimately through necessity or sooner by choice," a complete survey must be made of city departments to point the way to substantial economies through greater efficiency.

"The \$5,000,000 slash in department estimates by the mayor is one of his proofs of economy," the article states. "In reality, however, such a reduction in itself is meaningless."

"In the case of a single item—street repair and construction—\$2,000,000 (almost two-fifths of the total cut) was taken from the estimates on the decision of the mayor to try to borrow that amount. In this case only a change in financing methods is involved—not economy."

"Slashed in estimates, then, may be pure 'paper profits' bringing little solace to the overburdened taxpayer."

Among other reductions discussed by "City Affairs" are those of \$125,000 which was appropriated last year for the Tercentenary celebration and "obviously not made this year;" \$184,330 in the public works department; \$37,483 in the election department, and \$150,000 in this year's reserve fund.

"The disappointing feature of the budget is that there are no convincing evidences of a marked reduction of operating expenses or maintenance costs through increased efficiency and economy. Ultimately the problem must be faced courageously. The 1931 budget is in no sense a solution."

## City Council Balks Increase in Salary

Although the City Council yesterday placed its official approval on the classification of positions and salaries of the 1067 elective and appointive employees of Suffolk County, it refused to increase maximum salaries of elected officers of the county beyond the \$7500 maximum.

An attempt to raise the salary of the registrar of motor vehicles to \$8500 was defeated, as was an attempt to divide assistant clerks of court into three grades.

RECORD 3/31/31

# BACK BILL OF CURLEY FOR CITIES

Mayors and Selectmen  
Want Half of  
"Gas" Tax

WOULD BRING IN  
\$1,250,000 TO HUB

Warned of Great Old  
Age Assistance  
Expense

By a vote of 50 to 4, members of the Mayors' Club of Massachusetts and of the boards of selectmen of a number of towns went on record yesterday as favoring Mayor Curley's bill providing for the apportionment of \$5,000,000, or one-half of the present gasoline tax of 2 cents, to the cities and towns for the building and maintenance of highways.

## NO EFFECT ON RECENT BILL

The proposed measure does not affect the distribution of the extra one-cent tax as recently passed by the Legislature.

Should the bill be adopted, it would mean an additional revenue to Boston of about \$1,250,000 and the remainder would be prorated to other cities and towns.

Mayor Curley served notice on the few members of the Legislature who were present that "unless the measure was passed it would be necessary to close up some streets in Boston."

## Fear Loss From Fund

With the exception of the opposition from a few members of Boards of Selectmen, notably from Franklin, enthusiastic support was accorded the Mayor's proposition. These Selectmen frankly expressed the opinion that the extra cent might mean the cutting off of their appropriations from the State highway fund.

While all the members of the Legislature were invited, only a handful were present, due to the fact that the invitations had not reached them until late in the afternoon. Their absence was made the subject of some sharp

criticism until the facts were made known.

It was made clear at the meeting, which was held in the Boston City Club, that the group was opposed to a four-cent tax on gasoline, Mayor Curley expressing the general opinion that under present conditions such a tax would be impossible.

The meeting developed a broad discussion of the entire tax problem which is faced by the cities and towns of the State and the possibilities of raising additional revenue for the expenses of old age pensions, increased veterans' relief and emergency construction work to meet the unemployment situation.

## Warns of Big Expense

Mayor Curley, warned of the great expense which would be involved in meeting the old age pension act. He saw no other way of relieving the present situation, due to the economic distress in the State. It was absolutely necessary, he maintained, to secure this additional appropriation from the State to meet in part the enormous cost of relief in the public welfare ventures which Massachusetts had entered upon. He declared that real estate was already bearing an undue proportion of taxes.

"Try and get the money from any other source and you will run up against the solid wall of organized money," he said. "Under the modern chain system the shackles have been fastened upon every worker in America. In the old days we had the corner grocery and the corner butcher and the small bank. They carried the people of their communities in hard times. But try and get credit from the chain stores and the chain banks of today and see where you get off."

Discussing the act of 1928 under which the two-cent gasoline tax was established, the Mayor set out to prove that the product of the gasoline tax was intended to be used for the construction of all highways and bridges in the State.

"A fair construction of this act would be that the product of the gasoline tax was to be used for all highways and bridges within the Commonwealth," he said. "This, of course, would include the maintenance and construction of highways lying from within the borders of all cities and towns. The product of the gasoline tax has been used largely for the construction of so-called State highways, boulevards, etc., and in so far as these may have been necessary, the money used has been to a good purpose."

## Not Extended to Cities

"It is unfortunate, however, that the benefits of the gasoline tax, which was levied for the construction and maintenance of highways and bridges in the Commonwealth, have not been extended to the cities and towns for the reconstruction and repair of their own highways. It is quite true that State highways passing through cities and towns have been constructed and reconstructed from the products of the gasoline tax. It does not appear, however, that the cities and towns have benefited in connection with the construction, reconstruction and repairs of their own highways from the proceeds of this tax."

"As a result all of these costs on the part of municipalities have come from taxation, whereas from the title of the act, a part should have been expended in connection with the necessary street work in each city and town of the Commonwealth."

"The contributions to this fund from all sources in 1930 amounted to over \$19,000,000 of which the two cent gasoline tax produced approximately \$10,300,000. The larger portion of this huge fund has been appropriated for State highways and boulevards, while the

minimum portion may have been used for maintenance of the same.

## Reason for Tax

"The theory underlining the imposition of a gasoline tax was to offset in part the tremendous damage to all the highways of the Commonwealth. This damage undoubtedly is heavier within the boundaries of municipalities than it is upon the State highways. It is quite clear that many trucks and pleasure cars, the owners of which contribute two cents on each gallon of gasoline used, never leave the confines of the particular city or town in which they operate. It follows as a matter of equity that some portion of this tax should be available to the cities and towns for street purposes."

"The object sought to be accomplished in Senate Bill No. 47 was to have apportioned to the cities and towns approximately \$5,000,000 or one-half of the product of the gasoline tax to the municipalities direct for use upon their respective highways. This would result in reducing taxation and give some relief to over-burdened real estate."

"Last year the direct State tax levied upon cities and towns was \$7,000,000. If \$5,000,000 was apportioned on the same basis that the State tax is borne it would result in an amount equal to

five-sevenths of the State tax being refunded to each city and town for highway purposes."

Mr. Curley stated that the proposal of the Commissioner of Corporations that the burden of the old age pension act be met with a tax on beverages had obviously not met with popular favor. He pointed out that if the precedent established in 1919, in the Soldiers' bonus act, is followed in the case of old age pensions, the tax commissioner will be forced to impose a special levy of \$1 upon each male inhabitant and \$2 upon each female inhabitant. This tax would be based upon the poll tax.

## Only 70 P. C. Collectable

And the Mayor pointed out that it is axiomatic that 100 per cent collection of poll taxes is impossible. The average rate of collection in Boston, for instance, is 70 per cent, which means that 30 per cent of the amount levied must be made up by the city from other sources of revenue. For instance, in 1923 there was a cash deficit of \$249,810 on the basis of poll tax assessments in connection with the financing of the Soldiers' bonus act. In the end, he predicted that the cities and towns of the State would be forced to pay two-thirds of the cost of the old age pension act and that this year alone it will cost the city of Boston at least \$500,000.

The Mayor admitted that his proposal for a horizontal increase of 10 per cent in the income tax had raised a great hue and cry and that it was impossible of accomplishment at this time. But he found a unanimity of opinion for his proposal that one cent of the gasoline tax be made available for highways in cities and towns, he said.

If the proposed five million extra were applied to cities and towns it would help, declared the Mayor, but it would only serve to meet one-half of the increased cost of public welfare.

## Fitchburg Mayor Protests

Discussing the inconsistency of the State in some of its expenditures Mayor Carriere of Fitchburg stated that although he had 125 painters looking for jobs in his city, painters were sent from the outside to decorate the armory. Mayor Murphy of Somerville protested the heavy burden of taxation upon real estate, which he figured at 80 per cent.

# MAYOR ANSWERS BUDGET ATTACK

Hits G. G. A. for Failure to  
Appear at Appropria-  
tion Hearings

Charges that Mayor Curley's proposed budget for 1931 shows no evidence of thorough-going economy, and that the serious financial situation confronting the city is unsolved, appearing in yesterday's issue of City Affairs, the Good Government Association publication, was promptly answered point by point by the mayor in a statement issued last night.

The article in City Affairs asserts that the reduction of \$1,000,000 in the budget appropriation for street reconstruction by the city planning to borrow \$2,000,000 for this work, and that the greater part of the apparent saving of \$184,330.95 for paving service in the public works department is offset by the separate appropriation of \$150,000 for snow removal in another part of the budget.

"In spite of 'paper profits,' borrowing proposals and some marginal carving," the article continues, "the real problem of retrenchment has not been attacked in the new budget. Had there been no depression with its increased demand for relief, the problem would still face the taxpayer."

"Superficial or scattered economies cannot solve the problem. Nor can borrowing. The real answer seems to be a thorough and scientific business survey of our city government by experts to discover exactly where the opportunities for savings without sacrificing efficiency exists."

The mayor in his reply, criticizes the G. G. A. for its failure to appear at any of the recent hearings before the city council committee on appropriations concerning the budget to offer its criticism. After replying in detail to each of the charges made in the article the mayor continues:

The association is disappointed because, as its organ says, "there are no convincing evidences of a marked reduction of operating expenses or maintenance costs through increased efficiency and economy" in the budget.

They then list a number of items, the adoption or elimination of which would inferentially remove their disappointment. The only item which pertains directly to the budget is increased payroll requirements. Evidently the Good Government officials would produce economy by the wholesale discharge of city employees, for in no other way can a marked reduction in city payrolls be secured. There is hardly any need for me to comment on such a proposal, especially in view of economic conditions prevailing throughout the country.

I have no apologies to make in connection with my 1931 budget recommendations. They were made after months of intensive study and investigation. I am certain that they will withstand what the association terms a most thorough and scientific survey.

# RIPLEY'S PORT VIEWS RESENTED

Ocean Shipping Men Retort  
To Proposal to Neglect  
Foreign Trade

## CURLEY SAYS LINES WANT TO COME HERE

Resentment at the statement of Prof. William Z. Ripley of Harvard who declared that coastwise shipping was the salvation of the port of Boston was voiced yesterday by men engaged in transoceanic freight transportation, by port officials and by Mayor Curley.

Frank S. Davis, secretary of the maritime bureau of the chamber of commerce announced the Ripley proposal as unsound and without merit. Mr. Davis said that the maritime bureau did not agree with the Ripley precepts for port development.

The professor said that any effort to attract foreign commerce to Boston must necessarily be wasted.

Mayor Curley said that it was difficult to comprehend the Ripley position and it appeared to him that the professor had the New York point of view and that he would have Bostonians surrender and give up their attempts to rehabilitate the port.

Gerrit Fort, former president of the Boston & Maine and president of the maritime bureau declined to comment at this time because of illness but hinted at disagreement with the Ripley proposal.

## HOLD VIEWS ASTONISHING

The Foreign Commerce Club of 300 members through its vice-president, Walter E. Doherty, stated that Ripley's views were astonishing. He compared Ripley's proposal to a statement that would imply that Harvard should give up its business and other graduate schools because better results would be achieved by consolidation with Johns Hopkins University and Columbia.

The city's industrial bureau through John T. Scully, director, went on record with the statement that if New England had railroads serving it with a desire to foster and to make substantial investment here it would be a matter of expediency for them to bring freight and thus develop this port.

The Boston port authority will call a special meeting at which a definite stand will be taken with respect to Prof. Ripley's views. Richard Parkhurst, secretary of the organization, said that so much hinged on the question that it would have to receive serious consideration from all. He promised a statement within the next 48 hours.

## CURLEY'S STATEMENT

Mayor Curley's statement, in part, follows:

It is very difficult for one who is sincerely interested in the welfare and development of the port of Boston and New England to comprehend the position taken by Prof. Ripley in the morning newspapers, in his comment upon the opinion of Commissioner Eastman of the interstate commerce commission.

As much may be said, however, of Prof. Ripley's statement; that he is consistent in his desire to keep the port of Boston in its present condition; namely, a port of call instead of a cargo port.

Prof. Ripley would have us surrender and give up every attempt to rehabilitate the port of Boston to its former commanding position in the commercial life of America. Such a point of view is consistent with that adopted by those men in this country who are anxious to develop the other Atlantic ports to the disadvantage of Boston.

Mr. Ripley's statement almost appears as though it had been written by a representative of the port of New York. He asks the question: "Why should Boston attempt to build up a foreign trade? Ships do not want to load here with cargoes and proceed empty to other ports for export." The professor, if he has kept abreast of the time and kept himself acquainted with the real situation, would appreciate that all transatlantic lines have expressed a keen desire to come to Boston, and undoubtedly would come to this port if the bottom cargoes were available.

## TRANSCRIPT 3/31/31 Curley Sees Drop in New Valuations

Mayor Curley made the annual mayoral address to the board of assessors and their assistants today, enjoining them to be careful to accord equity in their work starting tomorrow morning, to extend every courtesy to property owners and give the most careful consideration to all appeals.

Stressing the belief that the assessors will be unable to find new valuations in accordance with the average \$30,000,000 to \$40,000,000 per year, he made it plain that present valuations, except in a few instances, should remain at present levels. Real estate, he declared, is suffering a very heavy burden in taxation and should be relieved as much as possible without detriment to the general interests of the city.

New valuations must largely come from the newly developed residential districts, as the large construction jobs have been mainly those which are for charitable, religious or public benefit and are therefore exempt from taxation. One of the greatest causes of concern for the assessors, as the mayor stated, is the so-called "abatement racket" whereby persons bring all manner of influence to bear to have their assessments lowered.

Abatements involved \$100,000,000 in property values when the mayor took office for his third term, but at this time agreements have been reached on most of it. The largest case on hand now is that of the Boston & Maine Railroad which seeks an abatement of \$1,000,000.

POST

3/31/31

# Mayors and Selectmen Back Bill of Curley on City and Town Aid



AT THE MEETING OF THE MAYORS' CLUB YESTERDAY

Chief executives of the State, and members of Boards of Selectmen shown at the meeting of the Mayors' Club at the City Club, yesterday. Front row, left to right: Acting Mayor George E. Nichols, Everett; Mayor C. H. Ashley, New Bedford; Dr. A. L. Boudreau, Hinsdale; Mayor Curley, Mayor Andrew J. Casassa, Revere; Axel E. Letterman, president of Massachusetts Selectmen; Samuel C. French, Westwood. Rear, left to right: Mayors James N. Carriere, Fitchburg; Patrick Duane, Waltham; William A. Hastings, Malden; Michael A. Landers, Lawrence; Herman D. Peterson, Woburn; John J. Whalen, Chelsea, and John J. Murphy, Somerville.

Mayor Manning of Lynn expressed the view that it was "about time the Legislature loosened up." He explained that it cost his city \$166,000 alone to light the highways, and that the organization of so many foreign corporations had taken away an immense amount of revenue. Boston he thought to be the hardest hit of all the cities.

Without exception the various Mayors endorsed the Curley bill and at the end of the meeting a resolution was adopted instructing the heads of various municipalities and boards of Selectmen to bring pressure upon members of the Legislature in their district to secure its passage.

RECORD

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Three of a Kind!

Mayor Curley, Mayor Bates of Lynn president of Mayors' Club, and Mayor Casassa of Revere, sec. and treas. of Mayors' Club, l. to r., as they appeared in conference at meeting in City Club yesterday.